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APRIL 2015

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Issue 161



NEW GT4 REVEALED!

CAYMAN GTS

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Simon Jackson
Editor [@retro_jackson](#)

Issue 161
April 2015

Arguably, Porsche has never quite made the grade when it comes to the creation of a true competitor to the 911. It has come pretty close over the years with various mid- and front-engined creations, but it is only now with the Cayman finally let off its leash that we can confidently confirm a genuine candidate. Indeed, Porsche may have built a vehicle that could knock its hero car off its pedestal, and it should be applauded for such a brave move.

Official news of the Cayman GT4 came as we went to print for the March issue, and its particulars were exactly as we'd predicted: 911 power, a chassis setup defined by Preuninger – it's all exciting stuff. In fact it's the first non-911 to jump through the hoops at Weissach, which is a very significant step in itself, and hints that other models could follow in the future. As you read this page the first official test drives will have just taken place in Portugal, and we'll bring you a valuable opinion on the driving experience in a forthcoming issue. Suffice to say everyone in the automotive world is excited about the GT4, read our in-depth piece on its particulars on page 26, and turn to page 34 to see how the existing 'warm' Caymans, the 981 GTS and 987 R, stack up against each other on the road.

The GT4 announcement kick starts what will be an exciting year for Porsche sports cars. By the time you read this we expect the 911 GT3 RS to have been unveiled at the Geneva motorshow, and with an all-new engine producing in the region of 500hp, it promises to be quite the feather in the 991's cap. Either way it is set to be the final ever naturally aspirated 911, so it will be a tremendously significant car in that regard alone.

What's more, the plug-in hybrid technology Porsche has been championing looks set to make an even bigger splash with the rumour mill predicting an all-new five-door model, sub-Panamera in size, designed to take on the Tesla Model S. Porsche is already the only manufacturer to offer three plug-in hybrid vehicles, surely it won't be long before we see a 911 E-Hybrid marketed off the back of Porsche's LMP1 programme? The hybrid sport car concept has worked for BMW with the i8, which costs £99,590 inclusive of the £5k grant discount from OLEV, but could Porsche really offer an equivalent plug-in 911 with such an aggressive price point? And even if it did, would we all welcome it?



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991 CLUB COUPÉ

Special edition commemorates Porsche Club of America's 60th

Porsche Club of America (PCA) celebrates its 60th anniversary this year. To commemorate the largest global Porsche club's milestone, Porsche Cars North America is offering a special edition 911 Carrera GTS. Called the GTS Club Coupé – a limited production model of just 60 units that is only available to PCA members.

The GTS Club Coupé comes in an exclusive blue hue, Club Blau, and features the wider Carrera 4 body with C2 rear-drive underpinnings. Other highlights include SportDesign mirrors, black-framed headlight surrounds (with

Dynamic Light System), tinted rear light clusters and a discreet 'Club Coupé' graphic on the doors. Porsche's SportDesign package is fitted as standard (usually a \$5000 option) which includes the throwback 'ducktail' rear spoiler and 20-inch Sport Classic wheels from the 991 50 Years Edition in semi-gloss black which fill the Club Coupé's arches. Further styling upgrades include a reworked front bumper.

The GTS Club Coupé boasts 430hp from its 3.8-litre flat-six, is available with either manual or optional PDK transmissions and features all the usual

GTS electronic and mechanical trickery you'd expect: read PASM, PTV, Sport Chrono as standard.

Inside you'll find the standard issue GTS interior package with a few special additions, namely an embossed centre armrest with '60' depicted and a 'GTS Club Coupé 60 Years Porsche Club of America' plaque on the dashboard. Stainless steel kick plates read 'GTS Club Coupé' and customers can specify further interior options if they wish.

Andre Oosthuizen, vice president of marketing for Porsche Cars North America, said: "The Porsche Club of

America is home to passionate ambassadors who have been fostering the appreciation and recognition of Porsche for 60 years. We're proud and honoured to celebrate this anniversary with a very special edition of Porsche's most storied sports car – the 911."

The GTS Club Coupé will be launched in the US in June 2015 priced at \$136,060 (approximately £88,000) – just over \$20,000 more than a standard GTS. PCA members will have the opportunity to purchase one of 59 vehicles and will also be eligible to win the initial display vehicle.







NEW MANAGEMENT FOR AUTOFARM

Porsche specialist, Autofarm, is under new ownership in the shape of Mikey Wastie and Steve Wood. The duo will continue to work alongside Josh Sadler, who's run the business for 40 years. Sadler will continue his involvement under the title of Heritage Director.

Wastie has worked at Autofarm for 15 years, and will oversee the Engines, Projects and Restoration divisions at the Oxon premises. Steve Wood, a long-term supplier and former Carrera Cup racer, will manage the Service and Storage aspect of the business.

The transition of responsibilities has been occurring discretely in the background over the past six months, and everyone at Autofarm is committed to delivering the same, if not better, levels of service to its customers.

Josh Sadler commented: "We've been working on making this a seamless transition and I am delighted Mikey and Steve engender the passion needed for Porsche and our customers," says Sadler. "Stepping away from the day to day running will enable me to focus

more on our car sales and Classic and Heritage side. As 911 values have risen, provenance has become increasingly important and investors are seeking perfect, correct specification cars. It's an area where with Autofarm's expertise and history, we can really help."



TECHART 991 GTS

As soon as a new version of the 911 arrives you can be sure that a tweaked TECHART version will soon follow. As such what you are looking at here is the German specialist's take on the new 911 GTS. Comprising a front spoiler, front apron, rear splitter and prominent rear spoiler and profiled side skirts, the package ensures the 991 looks aggressive and purposeful. The exterior elements are fully customisable in terms of colour, and can also be specified in a carbon fibre finish.

TECHART's usual breath of engineering excellence is available to customers, with sports exhaust and suspension options to suit their requirements. There are also, of course, the firm's full range of wheels available to choose from. As usual TECHART offers a full bespoke service, so ultimately the sky is the limit.

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II Wheels • Touchscreen Satellite Navigation
10,105 miles • 2011 (11)

£55,995



911 Turbo (997, 6-Speed)

Arctic Silver • Black Leather Sport Seats • Satellite
Navigation • Heated Seats • BOSE Sound System
32,959 miles • 2008 (08)

£49,995



911 Carrera 4 S (997 GEN II, PDK)

Guards Red • Black Leather Sports Seats • 19"
Sport Design Wheels • Switchable Sports Exhaust
37,869 miles • 2010 (10)

£48,995



911 Carrera 2 S (997 GEN II, PDK)

Atlas Grey • Dark Blue Leather Seats • 19" Carrera
Classic Wheels • Touchscreen Satellite Navigation
18,439 miles • 2009 (59)

£47,995



911 Carrera 4 S (997 GEN II, 6-Speed)

Aqua Blue • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Turbo Wheels • 22,596
miles • 2009 (09)

£46,995



911 Carrera 2 (997 GEN II, PDK)

Platinum Silver • Dark Blue Leather Seats
19" Carrera S Wheels • Touchscreen Satellite
Navigation • 38,996 miles • 2011 (61)

£46,995



911 Carrera 2 (997, 6-Speed)

Basalt Black • Flamenco Red Leather Seats
19" Sport Design Wheels • Touchscreen Satellite
Navigation • 33,649 miles • 2008 (58)

£39,995



Boxster S (987 GEN II, 6-Speed)

Carrera White • Black Leather Seats • Touchscreen
Satellite Navigation • 19" Boxster Spyder Wheels
26,950 miles • 2010 (60)

£29,995



Boxster S (987 GEN II, 6-Speed)

Meteor Grey • Dark Blue Leather Seats
Touchscreen Satellite Navigation • 19" Carrera
Sport Wheels • 24,628 miles • 2010 (10)

£28,995



Cayman 2.9 (GEN II, 6-Speed)

Jet Black • Black Half Leather Seats with Alcantara
Inserts • Touchscreen Satellite Navigation • 18"
Cayman S II Wheels • 34,207 miles • 2011 (11)

£27,995



Boxster RS60 Spyder (987, 6-Speed)

GT Silver • Natural Carrera Red Leather Seats
Satellite Navigation • 19" Sport Design Wheels
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Ready? Steady?

With its LMP1 driver line-up confirmed for 2015, Porsche has been busy developing its 919 Hybrid prototype, and its drivers, in the off-season.

Following its impressive performance towards the end of last season, Porsche's LMP1 contender, the 919 Hybrid, has undergone a series of improvements for 2015. All-new chassis have been built for the season ahead, completing successful tests in January at the Yas Marina circuit in Abu Dhabi, and in Bahrain during early February. And having confirmed the entry of a third prototype for the 24-Hours of Le Mans in June and the Spa Six-Hours in May, all that was left to do was decide on a driver pairing.

That confirmation came in early February with news that current Formula One ace Nico Hulkenberg would be partnered by Earl Bamber and Nick Tandy. Both drivers step-up from successful World Endurance Championship campaigns in the GT category as Porsche works drivers, where they have also been part of the 919's testing programme.

New Zealand native, Bamber, comes off the back of winning the 2014 Porsche Mobil 1 Supercup, and the Porsche Carrera Cup Asia. Bamber also claimed two victories in the Carrera Cup Deutschland during 2014 and placed second at Petit Le Mans at Road Atlanta. Alongside his 919 commitments Bamber will contest the Tudor United SportsCar Championship in the USA and Canada in a 911 RSR during 2015.

Briton Nick Tandy is a familiar face on the Porsche racing circuit. His successes in the

Porsche Mobil 1 Supercup and Carrera Cup Deutschland over recent years earned him the honour of being the most successful private Porsche driver in the world. In 2013 Tandy became a works driver with Porsche, and subsequently clinched victory at Petit Le Mans, the Daytona 24-Hours and Silverstone's round of the WEC series. He will also continue to drive a 911 RSR during 2015 alongside his 919 drives this year.

Porsche's Head of Motorsport, Dr. Frank-Steffen Walliser, commented: "I'm thrilled for Earl and Nick. They've earned this chance with their impressive performances. Their rise into the premier class of long distance racing not only confirms the effectiveness of the Porsche youth development concept, it also underlines the importance of Porsche's brand trophy series as a career stepping stone for young race drivers who bring the necessary talent, a great willingness to learn and the critical will to succeed. Porsche opens all doors to those who are really fast."

There also came confirmation of the numbers the trio of Porsche 919 Hybrids will run during the 2015 season: Timo Bernhard, Brendon Hartley and Mark Webber will wear number 17, while number 18 goes to the Romain Dumas, Neel Jani and Marc Lieb car. Neatly, the third car of Hülkenberg, Bamber and Tandy will run the number 19 at Spa and Le Mans.

Team Principal, Andreas Seidl, commented:



"We are very happy to be allowed to enter a third car in what is only our second season. This shows once more how strongly the company backs the LMP1 programme. These six (drivers) now know all about each other and all the tracks on the WEC calendar. In 2014 the entire team was a new to it all. Now we can build on lessons learnt and our targets are more ambitious. Le Mans will be new territory for Nico Hülkenberg, as well as for Earl Bamber, and we will give our outmost to support them."

In preparation for the 2015 campaigns that lie ahead Porsche's pre-season Fitness Camp was run for the 13th time earlier this year. Eight days of physical training took place in Doha, Qatar, where the assembled drivers were put through six-hours of intensive training each day. GT works drivers Earl Bamber, Jörg Bergmeister, Michael Christensen, Wolf Henzler, Richard Lietz, Fred Mako, Patrick Pilet and Nick Tandy all took part. Alongside them Porsche Juniors Connor de Phillippi and Sven Müller as well as Porsche Cup Scholar Matteo Cairoli also took part.

Sports medicine specialist Prof. Dr. Frank Mayer,

commented: "All drivers have stuck to the individual training plans that my team at Potsdam University put together last November. Without exception, they have all arrived at our fitness camp very well prepared. Even the new Porsche works drivers and junior pilots are at an excellent level of fitness."

The warm climate and facilities at Doha (which include The Aspire Zone which was built for the 2006 Asian Games and is used as a training ground by FC Bayern Munich) makes it ideally suited to the Porsche Fitness Camp. As well as ensuring the drivers are preparing themselves physically for the challenging season that lies ahead the training camp also serves to bring the assembled drivers together to reinforce a sense of teamwork, which is such an important part of endurance racing.

Porsche's Head of Sport, Dr. Frank Steffen Walliser, joined the drivers in taking part in the last three days of the fitness camp. "I was able to experience firsthand just how fit our guys are," he commented. "And there's a great team spirit amongst them."



6 Hours of Silverstone	GBR	12/04/2015
6 Hours of Spa-Francorchamps	BEL	02/05/2015
24 Heures du Mans	FRA	14/06/2015
6 Hours of Nürburgring	DEU	30/08/2015
6 Hours of Circuit of the Americas	USA	19/09/2015
6 Hours of Fuji	JPN	11/10/2015
6 Hours of Shanghai	CHN	01/11/2015
6 Hours of Bahrain	BHR	21/11/2015





STAY TUNED

When two brothers took on Porsche at its own game in the 1970s no-one could've anticipated the outcome. All hail the Kremer K3...

Story: Andrew Frankel

Photography: Porsche







There was only one news story at Le Mans in 1979 and it was not that Porsche had won, for that was hardly news: it had already won half the races held there that decade. It was that a film star, Paul Newman no less, had co-driven the car – another Porsche inevitably – that came second.

It would be hard to underestimate Newman's achievement in the Dick Barbour 935 that weekend and for me it eclipses entirely what Steve McQueen achieved by coming second in the 1970 Sebring 12 hours. For a start McQueen did the minimum amount of driving the regs would allow and speed-wise was not even in the same time zone as Peter Revson, the professional who took on the lion's share of the hard work. Sebring was also dry and McQueen's 908/2 one of the sweetest purpose-built racers ever conceived. By contrast, Newman did at least his fair share at Le Mans, in that well-known beast called a Porsche 935 and in weather that would at times have been more suited to power boat racing.

Even so, it has always struck me as unfair that all the noise surrounding Newman's participation at Le Mans drowned out the achievement of the car that actually won. It too had started life as a 935 but had been so modified as to earn a new name in its own right. Driven by superstar 'King' Klaus Ludwig and two very colourful brothers called Bill and Don Whittington whose story we will return to later, the Kremer K3 was that rarest of things: a Porsche made even better than Porsche could make it.

But before all of that, it is another pair of somewhat less controversial brothers who need an introduction: Erwin and Manfred Kremer. These two ran a Cologne-based tuning company that had earned a reputation for building devastatingly quick 911s. Erwin was the elder and an accomplished racing driver, while Manfred

was more at the coalface, devising ways of making already quick cars go quicker. Their first modified 935 appeared in 1976 called, predictably enough, 'K1.' It was quick enough to give the factory a fright, notably when it came second between two works 935s at Dijon that year. The K2 did even better in the 1977 World Sports Car Championship, coming second at the Nürburgring then taking pole position and winning outright at Hockenheim when the works car of Jacky Ickx retired.

Even so, it was really with Porsche's 1978 decision to no longer participate in Group 5 racing that spurred the Kremers to their greatest creation. Various reasons have been given including, perhaps a bit implausibly, a desire to focus on building a new race car for Group C (which was not due until 1982) but by far the most believable was that this was exactly the time that Porsche was trying to kill the 911 road car – continuing to promote it by building race versions made no sense at all.

Besides, by then Porsche had created what it believed to be the ultimate 935 – the 845hp Moby Dick. And while it destroyed all comers at the 1978 Silverstone Six Hours, it came up short at Le Mans, the race for which it had been designed, partly because of niggling problems but more because its thirst was so immense (it needed to stop 40 times during the race). It's remembered most for doing 227mph along the Mulsanne Straight, sweeping past the purpose-built prototypes from Renault and, indeed, Porsche, as it did.

But Group 5 could have been made for a pair as creative and observant as the Kremers as the rules allowed so much scope for development. What resulted was a formula of quasi-silhouette racers. Indeed, while the cars had to be 'production based' what that actually meant in reality was that the roof, bonnet and doors had to be in the same place as those of the









Above: The Porsche 935 K3 at Le Mans in 1979 driven by Bill Whittington, Don Whittington and Klaus Ludwig – the car went on to take overall victory



production car. The rules did not preclude participants building colossal wheel arch extensions and pumping out the track so far that the 935 ended up looking like a 911 hiding inside a prototype race car. As for the engine, only the block needed to be the same as the road car's, imposing a very loose architecture within which almost anything was possible.

Which is how the 935 turned out the way it did. Early cars didn't have the signature droop snoot for which the 935 became so famous. It resulted from the realisation that while the bonnet line could not be changed, this didn't apply to the wings which were consequently lowered and tucked in, while the lights they used to carry were repositioned to the front spoiler. The reduction in lift from this measure alone was considerable. At the other end of the car, Porsche swapped the single turbo of its 934 predecessor for a unit running twin-KKK turbos and installed water-cooled intercoolers. This upped the power of the engine from a little under 600hp to something nearer 640hp, but as time progressed and the engine itself was ultimately expanded from 2.8-litres to 3.2-litres, Porsche was able to offer up to 800hp on maximum boost. In this guise the 935 was a class apart in the Group 5 era, utterly dominating its chosen discipline. How could it possibly be improved?

The Kremers had some ideas, the first of which was to recognise what worked from the latest factory Porsche 935 and keep it. In effect this meant bodywork with distinctive running boards to manage the flow of air under the car and rear bodywork designed to ensure clean air not only made best use of the rear wing but, crucially, provided sufficient cooling for the engine. They also managed a trick first pulled off by Porsche with Moby Dick and turned the gearbox upside down. This had three distinct benefits: it allowed ratios to be changed without taking the back of

the car off, and it provided a far more optimal angle for the driveshafts. This, combined with new regulations allowing the floor of all Group 5 cars to be raised to allow the exhausts of front engine cars to run underneath, also enabled the car to be lowered by 40mm.

Were they done? They'd barely begun. The Kremer's next move was to weld over 100 feet of aluminium tubing into the structure of the K3, the penalty in additional weight being more than offset by the additional torsional rigidity. They then remade the body in Kevlar, instead of the simple glass fibre construction of the standard 935, saving a substantial 25kg. Next the brothers started shifting weight forward into the nose which carried not only the vast fuel tank but also the battery, brake booster and so on. Despite its massively tail-heavy appearance only 55 per cent of the K3's weight sat on its rear wheels, which is actually a better distribution for such a car than an even 50:50.

But the masterstroke was yet to come. On paper it altered nothing: swapping the water to air intercoolers for air to air items didn't make the car lighter, stiffer or more powerful yet if you talk to the 935's greatest driver, he will tell you they were the secret to the K3. That man is Klaus Ludwig. "The difference was quite simple," he said. "The George Loos 935 I raced before the K3 gave good power but couldn't maintain it. If you drove it flat out the intercoolers were unable to keep the charge temperatures under control and the power went down. With the K3 you could start a race with 800hp, drive as fast as it would go and still have 800hp at the finish."

We'll come to the 1979 Le Mans in a minute but consider for now Klaus's performance in the Deutsche Rennsport Meisterschaft (DRM) championship, the forerunner of today's DTM. In a field of world-class drivers, the vast majority driving the latest 935s, Ludwig and the K3 won 11 out of the 12 rounds. In the 12th, he came

Bottom right: The number 41 K3 of the Whittington brothers and Klaus Ludwig pits alongside the number 45 car of Axel Plank Horn, Philippe Gurdijan and John Winter at Le Mans in 1979

Here right: The Porsche 936/78 of Jacky Ickx and Brian Redman, at Le Mans in 1979



second. There could scarcely have been a clearer message: the 935 had been completely eclipsed, and effectively from within. "Porsche was really pissed off," Ludwig explained, but by then the Kremers were selling customer K3s and upgrade kits for 935s, such that it soon became the standard Porsche Group 5 race car.

But back to Le Mans in 1979. In qualifying the K3 was so fast that only the two works Porsche 936 prototypes were ahead of it on the grid, and the pole sitter only by 3.5-seconds – a staggering achievement for a car that was, however thinly, still based on a road car. The Paul Newman 935 that would come second, despite having the talents of Rolf Stommelen to draw upon was in qualifying – some 15 seconds slower than the K3! As an aside, some idea of Porsche's total ownership of this kind of racing is revealed by the fact that, of the 55 starters, 20 emanated from Stuttgart.

I digress. The race started as expected, with the two factory Porsche prototypes building up a healthy lead while the two fastest 935s squabbled amongst each other and with the K3 (which was being driven with both fuel consumption and the 24 hours ahead in mind). But then one of the 936 entries got a puncture, spun and was sufficient damaged to lose well over an hour being repaired while the other lost a similar amount of time tracing a misfire. By early evening the K3 was in the lead but with two 935s snapping at its fire-belching exhausts. By midnight it was raining and before dawn both the K3's erstwhile rivals retired with engine failure.

If it could be reliable and could be managed through the terrible weather, victory for the K3 was assured, as the Newman 935 was well over 100 miles behind. But then with just four hours to go it stopped out on the track with Don Whittington at the wheel. The belt that drove the fuel injection pump had broken and while a spare was on board, fitting it proved beyond Whittington. However he somehow persuaded the alternator belt to do the job for just long enough to get to the pits, but its lead had shrunk from over 120 miles to fewer than 20. But it was

enough and would have been even if the Newman 935 had not itself encountered further mechanical maladies. The K3 crossed the line to win Le Mans, the first and only win a Group 5 car would score in the event and to this day the only win by a rear-engined car.

As for the K3, it now set the standard for Group 5 cars and embarked on a campaign to conquer America, dominating IMSA racing in 1980, never more than at the Sebring 12 hours – a race reputedly tougher on cars than even the 24 Hours at Le Mans. K3s filled every place from first to seventh, bar sixth. Its additional tubular stiffening also inspired other preparers to create pure space frame 935s which would go on to be competitive in sports car racing until the mid-1980s. But there's never been another moment like that when, against a field full of prototypes, a car based on a 911 and modified by two brothers from Cologne went out and won Le Mans.

THE WHITTINGTON BROTHERS

It is possible that regulars at Le Mans failed to take Don and Bill Whittington seriously because, outside the US, few had ever heard of them. But in the US they were famous, wealthy racers and each would contest the Indianapolis 500 six times. But after their Le Mans win, they became a whole lot more famous still, but for not exactly the right reasons.

In 1986 they were charged with defrauding the US government of \$20 million by running a global drug smuggling business. Bill was charged with drug running, Don with tax evasion. Both pleaded guilty and while Don got 18 months inside, Bill was sentenced to 15 years, though he was out in four. Far more recently the brothers have become accused of even more extraordinary behaviour but as none of it has as yet led to any charges, I think I'll leave it there. If you want to find out more, simply tap their names into a search engine and you'll find stories that make even the most outrageous extra-curricular activities of any other Le Mans-winning racing driver look like a game of amateur tiddlywinks ○







Peter Morgan keeps the faith and enjoys some Porsche fascination with a drive in a super rare 1958 356 convertible.



The Porsche that turned my head for life was the 911. I could tell you exactly where I was in the late-1970s when I saw that Carrera 3.

It was a seminal moment when I realised that spending every Saturday under a Lotus Elan wasn't the way I wanted to spend the rest of my life. And as my enthusiasm drifted from twin cams to flat-sixes I realised that even then, the huge variety of all the Porsche models was bewildering. But it is what makes the classic Porsche special.

When you get to the early cars, those differences come at you like a river in full flood and underline the huge development that first the 356 and later, the 911 went through to establish Porsche as a world class sports car manufacturer.

The majority of changes were focused on improving performance and appreciating the subtlety of how the Porsche sports cars' driving behaviour changed through the 1960s, the 1970s and beyond is at the heart of my own Porsche fascination.

It may seem odd then for me to confess that my seat time in pre-1965 Porsches is fairly limited. I've driven race cars like the 550 Spyder and the 904 variants, but the elegant differences between the mainstream 356s are something on which I haven't

spent much time. That was until some years ago when I found myself chasing some quick 356s in my '62 Lotus Elite (I can't shake the Chapman virus!) round places like Goodwood and Castle Combe, I started to take notice!

A close look at a 356A (the cars made between 1955 and 1959 and phase two of the car's mainstream development) reveals the superb ingenuity the engineers used to combine evolving Beetle parts with the best sports car thinking. While the authenticity evolution takes some learning, the undercover detail is an absorbing period tutorial in how to design a sports car that has its engine behind the rear wheels. So it was with that expectation that I recently seized the opportunity of looking at a very rare 1958 356A Convertible D.

The D was a full convertible and a more civilised version of the raked windscreen Speedster – a sporty production model built between 1955 and 1958 and which offered as elementary a driving experience as you can imagine. The 1600cc, 75hp Speedsters were very successful in club racing, not least because of their light weight. Nevertheless, the Porsche sales people fretted that such a basic car was limiting sales and when the coachbuilder Drauz of Heilbronn was

contracted in 1958 to build convertible bodysells (while Reutter continued to build the Coupés), the Convertible D emerged. Powered either by the 1600cc, 60hp Damen or 75hp Super engines, the cars were first known as Speedster Ds, but soon were called just Convertible D. They featured the Speedster's elementary dash, no rear seating, but rather better front seating. The convertible roof was a proper folding affair also, rather than the Speedster's flimsy canvas effort. The D also came with the new split ring synchromesh four-speed gearbox, a major improvement on the old 'box (and with a feel that would be familiar to any 901 or 915 shifter). The D was built for 1958-'59 and around 1300 were sold. The ravages of time have severely depleted those numbers today and good examples with provenance are very difficult to find. Selling prices are well into six figures.

The car I saw started out in the USA and surprisingly, had a well documented history. Inevitably it had been significantly restored with extensive reconstruction to the bodysell, but to a good standard. There was little visible rust and contemporary bills showing full overhauls of the suspension, engine and gearbox. There was a brand new

interior (even down to the lockable door pockets), new fuel tank and a set of period tools. In original Ruby red, it ticked all the important boxes.

In short, it was presented nicely and I couldn't wait to see if that translated into a great driver. I wasn't disappointed. As is typical for a good pushrod engine, the car was best described as 'spirited' on the road. There was a lumpy misfire at low revs from worn Zeniths and the drum brakes felt lifeless, but the shift was slick when warm and the ride over winter damaged roads recalled the forgiveness that all cars needed 60 years ago. Overall, it was a lot of fun and the new owner shouldn't be disappointed.

The experience reminded me that we've all become somewhat mesmerised by the classic 911s in all their forms. The 356 gets very few column inches these days, but the reality is that these early cars ooze character and really turn heads. They deliver an absolutely period classic car drive and your pension pot won't be disappointed either. If you gasp at the cost of buying into an early 911 or a 993 Turbo, you could do worse than look at a late model 356 ○

The views of the author are not necessarily shared by the magazine.

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*excluding GT3 and Turbo models

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IS NOT THE
PROBLEM;
IT'S THE LACK
OF PROPER
LUBRICATION.

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Please Release Me

Porsche's announcement of a new 385hp, mid-engined two-seater baby GT3 has caused quite a stir. Say hello to the Cayman GT4.

Story: Simon Jackson **Photography:** Porsche



*The Cayman GT4 cherry picks parts
from its bigger brother and uses them to
deliver a high performance machine*

It's here. We've waited 15 years for Porsche to unlock the potential of its mid-engined two-seater sports car, and finally it looks like we have a car that's capable of quenching our considerable thirst. One of the worst kept secrets in recent Porsche history? Possibly. But a Cayman to be proud of? Certainly.

Since the Cayman's introduction back in 2005, critics and Porsche enthusiasts alike have been chomping at the bit for a more focused sporting model. A car that fully unleashed the potential of the Cayman chassis and gave the 911 a good run for its money from inside Weissach. Some said Porsche was too scared to offer a

ramped-up version of the two-seater for fear it might outperform and embarrass the 911. Others would have you believe Stuttgart wished the Cayman could actually wear a 911 badge on its posterior. But regardless of press opinion or PR subterfuge the bottom line was that Porsche had something of a sexy little number on its hands with the Cayman. It was a car from the get-go that could easily handle more power and which kind of felt like it was being held back by the top brass. The closest we got to seeing what the Cayman could do was the 987 R model, released in 2011, and more recently, the 981 GTS – skip ahead a few pages to see how those two compare

head-to-head. But even with these 'warm' versions around the Cayman felt like it could do so much more. And it could.

Call it a coincidence, or a shrewdly structured plan, but upon word that all future 911s would be turbocharged, Porsche finally pulled a fast one (quite literally) out of its pocket with this, the GT4 – the wild Cayman we'd all been waiting for. With a naturally aspirated 911 engine, the Cayman GT4 cherry picks parts from its bigger brother, the 991 GT3, and uses them to deliver a high performance machine capable of emphatically annihilating its class rivals. The GT4 is powered by a mid-mounted version of

2015 CAYMAN GT4

ENGINE: 3800cc, six-cylinder, direct injection

TRANSMISSION: Six-speed manual

BRAKES: Six-piston callipers (front), four-piston callipers (rear), ventilated discs

CHASSIS: PTV, PSM

WEIGHT: 1340kg

PERFORMANCE:

Power: 385hp

Torque: 310lb ft

Top Speed: 183mph (claimed)

0-62mph: 4.4-seconds (claimed)

Fuel Consumption: 27.4mpg
(combined, claimed)

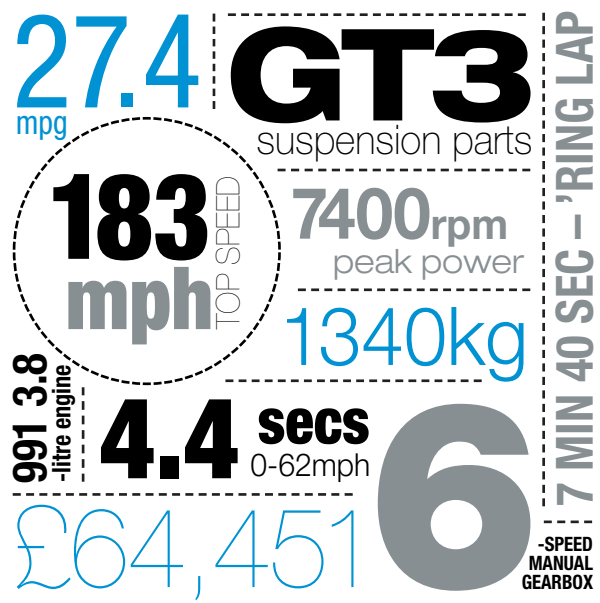
Co₂: 238g/km

ON THE ROAD PRICE: £64,451





CAYMAN GT4 IN NUMBERS:



the Carrera S 3.8-litre flat-six mill, re-engineered to provide 385hp (which is said to be a conservative estimate) at 7400rpm. Torque is in the region of 310lb ft from 4750rpm-6000rpm, and the car weighs just 1340kg (90kg lighter than the GT3). The powertrain is hooked-up to a six-speed manual gearbox, no PDK option is available on the GT4 (yet), aided by dynamic gearbox mounts, and the popular throttle blip on downshift returns. There's a lightweight dual-mass flywheel said to be lighter than any single mass item too. All told these numbers help the GT4 accelerate to 62mph in 4.4 seconds, cracking on to a top speed of 183mph. Pretty rapid.

Transmitting this power to the road in order to create a balanced vehicle are suspension and chassis parts from the GT3. The GT4 sits 30mm closer to the ground than its sibling vehicles, and has undergone a process of fine-tuning to ensure its chassis is as razor-sharp as possible. Make no mistake; this is a proper Weissach car tweaked by Andreas Preuninger and his team at Porsche Motorsport – the first car not based upon the 911

to pass through its hands. It means business. GT3 front suspension components have been replicated almost literally on the GT4. Forged aluminium front wishbones allow for adjustable camber set up for track use, while GT3 aluminium dampers have also been carried over. Just like the GT3 the roll-bars can be adjusted through three separate settings. Aluminium wishbones and height adjustable dampers again feature at the rear.

It's highly likely this car will be used by its customers for track work, and given that Porsche will homologate the car for proper racing, it will have the pedigree to back that up. As such, 410mm fade-free PCCB ceramic brakes can be specified on the GT4 (£4977). If you don't opt for those you'll be treated to GT3-style stoppers anyway, with discs measuring 380mm hugged by six-piston callipers (front) and 380mm with four-piston callipers (rear), which shouldn't be too shabby underneath your right foot.

Up front a GT4 front apron and a trio of inlets channel airflow for cooling and increased frontal downforce, while out back a vast rear wing

pushes the rear of the car into the ground, and a rear apron incorporates a fin-like diffuser. These aerodynamic elements have been designed to reduce lift and aid downforce. In fact the GT4 has the same levels of downforce as the GT3.

Standard solid colours at launch include white, black, yellow, blue and Guards red, metallics include jet black, Carrera white, Rhodium silver, dark blue, Agate grey and Sapphire blue (all £558 extra). Two special colours are available for £1595 – GT silver metallic and Carmine red.

Inside shell-backed seats crafted from carbon fibre reinforced plastic are an option, as is the Sport Chrono package with the Track Precision app (£1085) and the Club Sport package which includes a half roll-cage, hand fire extinguisher system, and driver's six-point belt (£2670). Like the GTS, as standard the GT4 features two-way electrically adjustable Sports Seats Plus, shod in a leather and Alcantara blend, and occupants will find swathes of material to match used around the cabin. Adaptive Sports Seats Plus with 18-way electric adjustment (£923) or full



As the first non-911 based car from Weissach, the Cayman GT4 must deliver, and on first glance, it will

bucket seats (£1907) are also available however.

A smaller steering wheel helps serve the car's sporting feel, and allows for increased driver control and a superior level of feedback. Following on from the Cayman GTS, the GT4 offers a host of appealing equipment as standard, including Porsche Torque Vectoring with mechanical rear limited-slip diff (not an electronic one like the GT3) and Porsche Stability Management. Bi-Xenon headlights, a sports exhaust, Sport Chrono (with dynamic engine mounts) and 8.5J (front) and 11J (rear) x 20-inch wheels (not centre locking) also feature. Like the Cayman GTS the 'base' GT4 boasts a healthy specification.

So, what can we expect from the driving experience? Well, the GT4 has recorded a hot lap of the Nürburgring of 7 min 40 secs, and to put that in perspective, it's just 15 seconds shy of the current 911 GT3, and around 20 seconds off the expected pace of the forthcoming GT3 RS. In short, the GT4 is no slouch, and that's no real surprise. In fact Preuninger has been quoted as saying it feels faster than its numbers suggest, and that it may even improve upon its Nürburgring during final runs in Spring. Porsche has spent time on improving the feel of the electronically assisted steering, in fact the company is jumping up and down about it so there should be a

noticeable increase in accuracy and feel in the GT4. As the first non-911 based car to emerge from Weissach, the Cayman GT4 must deliver, and on first glance at least, it will.

The Cayman GT4 is on sale in the UK and Ireland now, priced from £64,451, with initial deliveries scheduled for summer 2015. We have already heard that dealers are turning away customers as their order books are already full, so if you already have your name down consider yourself one of the lucky ones. A cut price GT3 (capable of embarrassing the 911) from Porsche's most respected department? The GT4 is sure to live up to its own hype... ○





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Paper**Fight**

The GT4 isn't the first 'hot' Cayman. On paper the 981 Cayman GTS is an almost identical match for the 987 Cayman R, but how do the two compare on the road? Story: Simon Jackson Photography: Gus Gregory



Since the Cayman was launched a decade ago most enthusiasts will agree, new GT4 aside, that Porsche has never fully exploited its true potential. Sure, it's a fantastic car, better still in its latest 981 guise, but it's always felt like it was holding something back. Well, almost always. With the advent of the GT4, for the first time Porsche would seem to be extracting all of the potential from the Cayman package, and we are confident that what Weissach has created won't disappoint. But before we can sink our teeth into the wildest Cayman to date, there are two 'hot' versions of the car already in existence that you can go out and buy today.

Back in 2009 Porsche hinted at what was possible with its two-seater 'entry level' coupé by introducing the Cayman R – heralding the return of the 'R' badge to sit below Porsche's RS models. The R added spice to Porsche's rear-drive mid-engined sports car recipe, but it looked like that might be as far as the brand was willing to take things. Happily it wasn't. The arrival of the Cayman GTS recently promised to deliver a great specification not dissimilar to that which we loved in the Cayman R, yet uprated and updated with all the things we treasured from the up-to-the-minute 981 chassis. On paper these two cars are well matched, but how do they compare in reality?



CAYMAN GTS

Slight. That's my first impression of the Cayman GTS as I slide into the cabin to feel instantly cocooned in a car that seemingly shrink-wraps around you. It is reminiscent of 911s of old; G-Series, 964, certainly not the 997 or 991. Indeed there's no escaping the fact that the 991 pushes the definition of 'sports car' as far towards that of 'GT car' more than any other 911 before it. When one steps into a Cayman the extent of that dimensional difference between contemporaneous Porsches and those of old, becomes all the more apparent. I'm not saying it's not a nice place to be in, though, far from it in fact.

The 981 GTS boasts a whole bunch of equipment designed to enliven the driving experience, as we've come to expect from models wearing those three magic letters – 'GTS' – of late. Electrically adjustable Sports seats finished in a leather and Alcantara blend come as standard, and our test car features the optional Sports Bucket seats (£1914). These are bolted to the floor with competition-style sliding seat mounts, for me they're placed too high in the car, but we're reliably informed they can be adjusted somewhat at dealer level. I'm not certain I'd splash out for them but I'd need to try the standard chairs for a fair comparison. They do look immense though. This car has been

specified with the GTS interior package (£2015), which includes contrasting red seam stitching on the seats, belts, and floor mats. The GTS logo appears embossed on the headrests too. You'd undoubtedly want to specify this option.

Underneath the package has been tailored to provide the best possible driving experience. PASM and Sport Chrono with Dynamic Engine Mounts come as standard. This car features Ceramic Composite Brakes (£4977) and 20-inch SportTecho wheels refinished in black (£837) – the standard GTS alloy wheels are 8 (front) and 9.5 (rear) x 20-inch Carrera S rims. A no-cost option fitted here is Sports suspension lowering the car by -20mm. Porsche Torque Vectoring is available for an additional £890. All that takes this example from £55,397 'basic', up to £72,454. On other Porsches I've been sceptical about PCCB, feeling that unless you're on track they're probably a dubious outlay. On the Cayman GTS they work with the available power and driving dynamics beautifully.

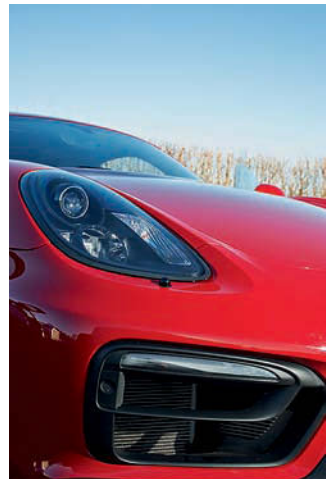
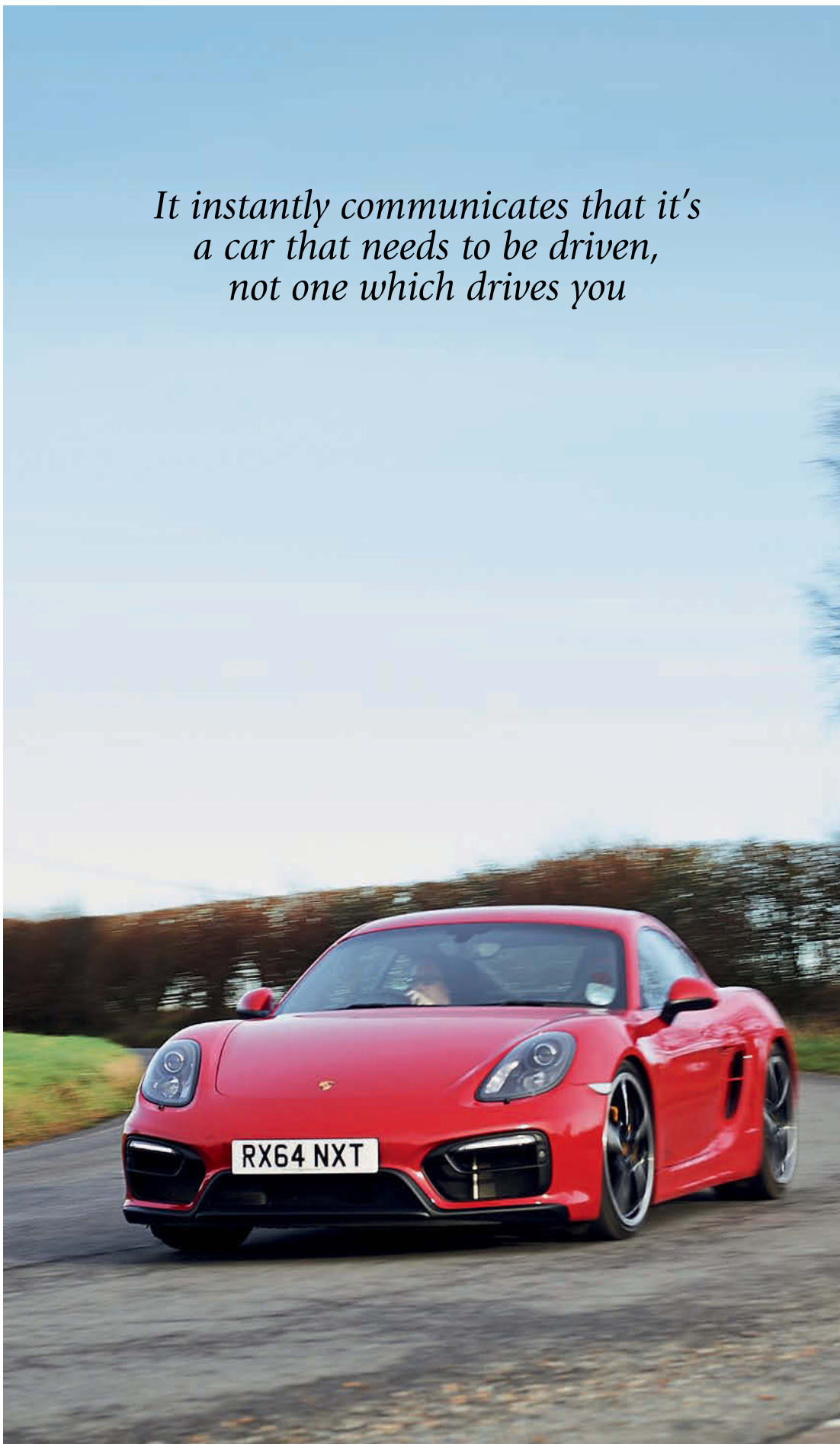
Like other GTS models in Porsche's ever-expanding range, the Cayman GTS purposefully barks into life on start-up and willingly pulls away in a snarling fashion that lets you know it means a bit of business. The standard fitment six-speed manual gearbox offers a positive and engaging throw, it snicks into the next cog with a

gratifying feel, although it's less eager to perform smoothly from a cold start before things have warmed through. Coming from a 991 into this will pretty feel raw – in a positive way.

Where a modern 911 feels assured, demure yet dominant on the road, the Cayman is lithe, frisky and alive – as you'd expect from the 911's little brother. It instantly communicates that it's a car that needs to be driven, not one which drives you. In short it's fantastic fun behind the wheel – eager to oversteer and happy to throw the odd twitch from the rear to let you know it's a true sports car. All this while assuring you it isn't about to violently swap ends or fire you involuntarily into the scenery. It encourages the driver to push, but like a nervous parent it has your back if your ambition overtakes adhesion. It's a flattering car to drive.

The Boxer mill underneath puts out 340hp on paper with 280lb ft torque, but if you're thinking that doesn't seem all that impressive, you'd be wrong. Pushing into the outside lane of the motorway the Cayman feels every bit as quick as some of its more illustrious stablemates, with just the right amount of power on hand when it's needed. I can fully believe that it achieves the book figures of 62mph in 4.6-seconds, with a top speed of 177mph, and it'll do it screaming like a horny banshee. If ever there was a package

*It instantly communicates that it's
a car that needs to be driven,
not one which drives you*





2014 CAYMAN GTS

Engine: 3436cc six-cylinder direct injection

Transmission: Six-speed manual

Chassis: PASM, Sports suspension, Porsche Carbon Ceramic Composite Brakes

Weight: 1345kg

PERFORMANCE

Top Speed: 177mph (claimed)

0-62mph: 4.6 seconds (claimed)

Fuel consumption: 31.4mpg (combined, claimed)

CO₂: 211g/km

On the road price: £55,397

Options fitted to car:

Carmine red paint: £1595

PCCB Ceramics: £4977

20-inch SportTecho wheels (painted black): £837

GTS interior package: £2015

ParkAssist (front and rear): £599

PTV: £890

Side intakes painted black: £315

Sports bucket seats: £1914

PCM with sat nav: £2141


Total cost of test car: £72,454

that exceeded the sum of its parts, this is it. The ride is firm, make no mistake, and on the highways it skips and rebounds around at times like a car on aftermarket coilover suspension, reminding you it's no motorway cruise missile,

but that's not its purpose in life. Get it off the M roads and all of a sudden it makes sense. Lots and lots of sense.

I can't remember the last time I was driving a car that made me turn off the motorway earlier

than I needed to in order to take the back route home. The Cayman GTS did just this to me. One night I pulled off the M25 30 miles early and added an hour to my journey time en route home from an event (that had gotten me out of

A photograph of a red Porsche Cayman GTS driving on a paved road. The car is in the foreground, moving away from the viewer. In the distance, another car is visible on the road. The background features trees and a clear sky.

*If ever there was a
package that exceeded
the sum of its parts, this is it*

bed halfway through the night before). I was tired but the GTS kept me awake and managed to put a smile on my face at the arrival of every twist and turn. That's a real rarity in a modern car these days, and one to be cherished.

What's more this car looks fantastic. It's so well proportioned and eye catching, aided by the GTS front spoiler, restyled lower front apron and (optional) painted side air intakes. Don't you agree it looks good? Its razor sharp lines are as

enthralling as its handling, there's something about it which works without compromise. You know those people that say this is the car Porsche secretly wishes was the 911? Now I can see their point...



CAYMAN R

In a game of Top Trumps the Cayman R wouldn't make a bad hand if your opponent happened to throw down the 981 GTS card. When it was new in 2011-2012 the Cayman R made waves by pleasing an increasingly vocal element of the automotive world that had been crowing for a fast Cayman since 2005. It took six years to arrive, but when it did it went some way to silencing those voices. From new it cost £51,728 – around £4000 over the S model, but it was worth every penny.

Saving weight was seemingly the name of the Cayman R's game. Lightweight aluminium doors and featherweight Boxster Spyder 19-inch wheels were fitted, and the carbon fibre seats were sent on a crash diet too. Out went surplus luxury items such as the air-con and radio (although there was a no-cost option to reintroduce them). The door handles were replaced with lightweight race-style pulls over your traditional plastic handle affair. In reality this all equated to a 54.8kg weight saving over the Cayman S. But

there was more. Engine performance was increased to provide the R with 330hp and 273lb ft torque, PDK, as fitted to the car you see here, was an optional extra helping it to hit 62mph in 4.7-seconds. Sports Chrono was onboard as standard. As a package it was touted as a riot, while critics said it didn't go quite far enough...

The car I'm driving today has been kindly loaned by Porsche specialist Paul Stephens in Essex. It's a 2011 example in GT silver and has covered a mere 15,000 miles. Supplied from new by OPC Colchester it's an exceptionally clean car, up for sale for £42,495.

Leaping into a 987 straight from a 981 I was shocked at how aged it felt. The last time I drove a 987 Cayman was in 2009, and I'd remained a big fan ever since – in my head this was still a 'new' car. The driving position is instantly improved over the bucket seats in the GTS though, although I feel as if I'm perched atop these rather than snuggled down into them as I did in the newer car.



Overall, the immediate nature of the Cayman R makes it enormous fun to drive



Perhaps there's a compromise somewhere in the middle. Before me everything is functional if not a little sparse in comparison with current Porsches, and I find I have to remind myself that this car is only four years old. Of course the basic skeletal structure dates back to 2005.

As soon as I hit the public road any trepidation about ruining my existing perceptions of the Cayman melt away. This R feels fast, quicker than the GTS by some margin thanks to the purity of its driving experience, although on paper it's approaching half a second slower to the magic 62mph marker. This car feels rawer and livelier than the GTS – the back end moving around underneath me during heavy acceleration and braking, brisk cornering is addictive. I'm enjoying myself so much snapper Gus has to signal for me to slow down so he can capture the correct shots.

The brakes in the R are potentially its weak point; they're no match for the ceramics on the GTS, but then they wouldn't be, lest we forget they're a hefty £4977 option on the 981. I might learn to drive around the issue myself to save a few quid for the pot marked 'track days'. The PDK system in the Cayman R certainly takes away some of the involvement from the driving experience. I'm a fan of PDK, it works in larger Porsches, I even understand its appeal in the 991, but I feel a Cayman should be a manual. Swapping gears yourself in the GTS adds to the genuine sports car feel, it helps generate character in the car, although the PDK in the Cayman R will mean it's more efficient, faster and slicker, I'd rather be responsible for the gear changes myself on this occasion.

On the road the Cayman R feels lighter than the GTS. It is. The R weighs 1295 kilograms versus

1345 kilograms for the GTS – so the newer model is 50 kilograms heavier. That might not sound like much, but with a bit of give and take we're talking about the same difference between them as there was between the 987 Cayman S and the 987 Cayman R (54.8kg). It's enough to be noticeable. Overall, the immediate nature of the Cayman R makes it enormous fun to drive, and of course its launch control system works best in conjunction with PDK, so it will squirrel off its marks impressively on command.

Proportionally the 987 looks a little stunted in comparison with the 981, but the styling of the Cayman R makes it the pick of the 987 bunch. In isolation it's still a great looking car. Parked alongside the GTS though it begins to look a touch elderly, which is perhaps the biggest shock here.



CONCLUSION

There's four years and, taking this particular Cayman R's pricing into account, almost £13,000 between these two cars. On paper they might be equally matched, but they feel very divergent on the road. Aside from the obvious differences between the older 2011 model and its 2014 replacement, the Cayman R offers a much rawer driving experience which serves to excite, meaning it feels looser, like a Porsche of old – the kind honed on track and refined for everyday thrills on the road. It's reminiscent of what the

911 once was, which is a good thing.

The GTS, however, delivers on excitement too, and it feels like the more complete and capable package. With this version of the 981, Porsche has certainly shifted the Cayman closer than ever towards the 911 both in terms of performance, driving dynamics and looks. The GTS is as good as it gets. Ultimately this Cayman is one of the best sports cars money can buy, and one of the best Porsches on offer today too. The GTS takes the Cayman evolutionary story one step further toward

the car it perhaps should have always been, and I'm not alone in that viewpoint. I have heard from more than one mainstream (respected) automotive journalist that over the past 12 months the Cayman GTS was one of the top three cars they have driven – and that's taking into account some truly titanic offerings from other manufacturers. Whether or not the GT4 will progress the two-seater Porsche's cache further still, only time will tell. We have high hopes that it will, for now though the Cayman GTS is the best 911 alternative Porsche has ever built ○

THANKS:

Paul Stephens
www.paul-stephens.com
01440 714884

*On paper they might be equally
matched, but they feel very
divergent on the road...*

Cayman

2005-2015

Cayman 987 (2005-2009; 2009-2013)

MODEL	YEAR	WEIGHT kg	ENGINE cc	BHP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Cayman S	2005- '09	1340	3386	295	251	5.4	171
Cayman 2.7	2007- '09	1300	2687	245	201	6.1	162
Cayman 2.9	2009- '12	1330	2893	265	221	5.8	16
Cayman S	2009- '12	1350	3436	320	273	4.9	171
Cayman R	2011-'12	1295	3436	330	273	5.0	175



The interior dates the 987, but early examples are a bargain. R model is the pick of the bunch



The Cayman may have been around since 2005, but its evolution into a genuine 911 beater has been a slow one...

Photography: Various

The Cayman was introduced to critical acclaim in 2005 as 'one of the finest drivers' cars ever made', and has since continued to be regarded as one of the best contemporary sports cars money can buy. Early examples are available for sub £15,000 today, which makes them a bargain. In 987 guise the two-door, mid-engined, six-cylinder coupé was

praised for its near perfect weight distribution and a chassis which led many to conclude it is the car Porsche wishes it could call a 911. This has meant that the Cayman has been kept on a tight lead by Stuttgart to ensure it doesn't outshine its big brother, although the 2015 Cayman GT4 looks like it will push those boundaries further. Regardless the Cayman is more than a Boxster with a roof,

despite the fact that the two share similar parts.

In 2009 the Cayman received a mid-cycle face-lift, with revisions to its styling and its engine lineup. An all-new flat-six pairing arrived, a 2.9-litre with 265hp 2.9 replacing the old 2.7 engine, with a new 320hp 3.4-litre motor for the S, which boasted direct-fuel injection as standard. For the first time the Cayman was available with an optional



Cayman 981 (2013-)

MODEL	YEAR	WEIGHT kg	ENGINE cc	BHP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Cayman 2.7	2013	1310	2706	275	213	5.7	165
Cayman 3.4S	2013	1320	3436	325	272	5.0	175
Cayman GTS	2014	1345	3436	340	280	4.6	177
Cayman GT4	2015	1340	3800	385	310	4.4	183



981 is the most complete Cayman to date, as such values are holding – see page 114 for more



limited-slip diff, which for many turned it into a genuine alternative to 911 ownership. The arrival of the Cayman R in 2011 was the furthest Porsche had pushed the Cayman chassis. Reviving the R badge for the first time in 43 years, the car boasted a reduced weight (1295kg) thanks to aluminium doors and an aluminium bonnet, but with 330hp it was the most powerful Cayman we'd seen.

In 2012 an all-new Cayman arrived; the 981 was lighter, longer and boasted electromechanical power steering as standard. With PASM, Porsche Torque Vectoring and mechanical locking differential all optional extras alongside the Sport Chrono pack, launch control and a sports exhaust. Bridging the gap between the Boxster and 911 like no Cayman before it, this was the

Cayman many had been waiting for. With the arrival of the GTS, the Cayman story would seem to have developed even further. A real fire-cracker, the Cayman GTS turns the 981 into one of the most exciting Porsche products on the market – how then could it be bettered? Enter the GT4 in 2015 – the 'RS' of the Cayman world. Has the Cayman finally reached its full potential? ○

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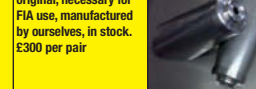


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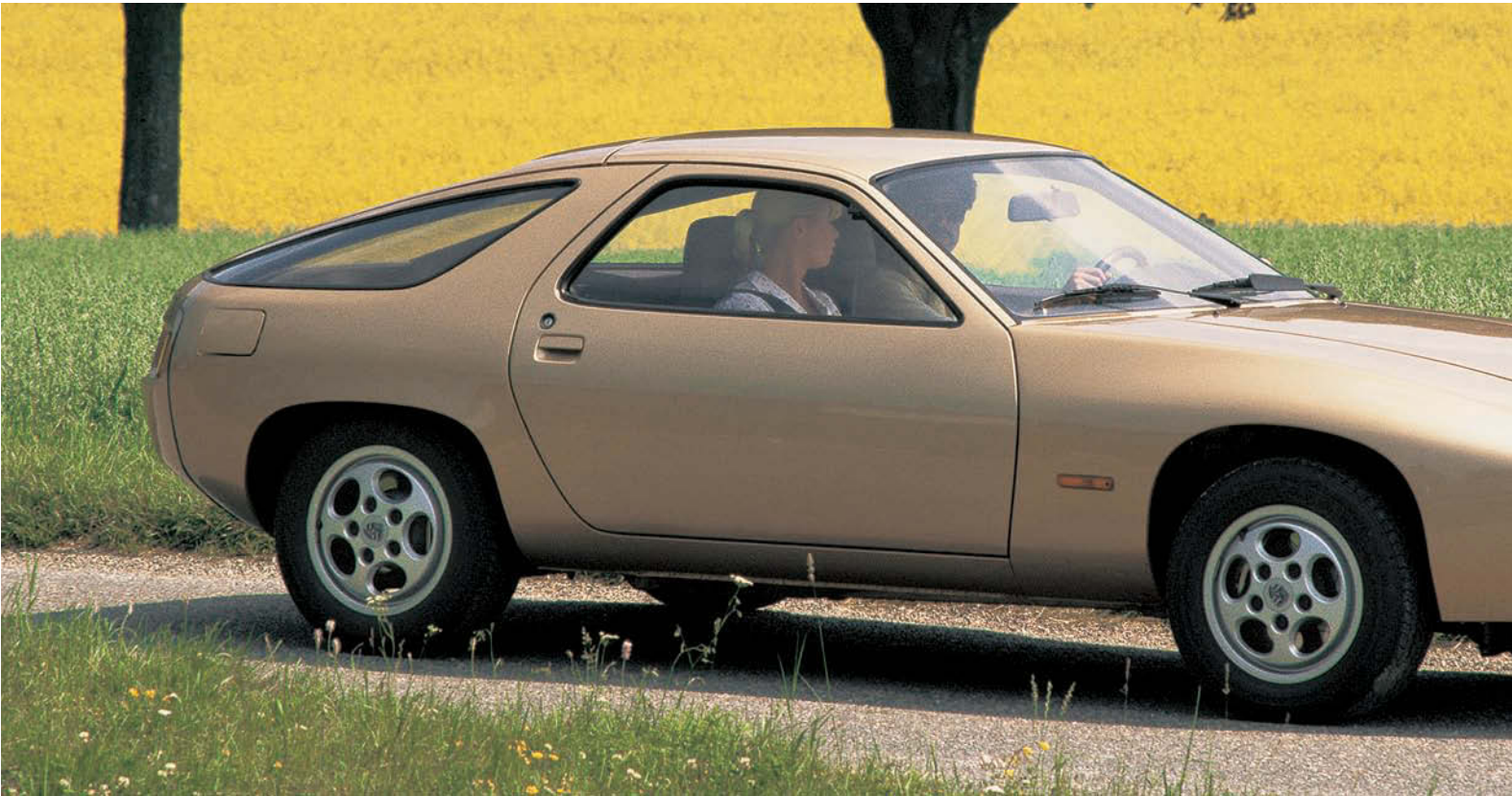
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Touring Car CHAMPION

It's 20 years since the 928 quietly went out of production – an anniversary that most people will have overlooked, which seems to sum up the 928's fate. So what better time to put the record straight and reassess what the 928 has to offer?

Story: Philip Raby Photography: Various





The 928 remained in Porsche's model line-up for 18 years, but by the end of production in 1995 sales had all but died...





The poor old 928 doesn't get much press these days but, when it does, you can be sure that any article will start with the fact that the car was originally designed in the 1970s to replace the 911 – and who am I to disappoint? The problem back then was that the 911 was already starting to appear dated and Porsche was concerned that an air-cooled, rear-engined car would struggle to meet future noise, emissions and crash regulations. They also worried that customers wanted more comfort and sophistication than the rather niche 911 – which shared its DNA loosely with the Beetle of the 1930s – could ever hope to offer.

The solution was to start with a clean slate and throw out any romantic thoughts of the past. The 928 was to be a brave new start for Porsche – a glimpse of the future – and it certainly didn't disappoint. Unveiled in 1977 at the Geneva motor show, this big curvaceous supercar looked as if its designers were fans of the contemporary TV series *Space: 1999*. In a world of boxy Ford Cortinas and Vauxhall Vivas, the bulbous 928 with its radical integral bumpers (the first car to be so endowed) and pop-up headlamps was shockingly avant garde.

The interior was just as space-age, with Bridget

Riley-style psychedelic seat fabrics, plus a very cool instrument pod that moved in sync with the adjustable steering wheel. There was plenty of room for the two front passengers, while the rear seats were perfect for cossetting small children. A large glass hatchback gave the 928 an air of practicality which the 911 could never hope to match. Unlike the 911, this new machine was envisaged as an ultimate grand-tourer, albeit one that was also fun to drive on winding roads.

Mechanically, the 928 was perhaps less radical, with a muscle-car-like 4.5-litre V8 engine that, in initial guise, produced 240hp, although the all-round independent suspension with its unique Weissach rear axle, which gave a sort of passive rear steering, was particularly advanced for its day. That, combined with the perfectly balanced front-engine/rear gearbox layout, ensured predictable and efficient handling. Buyers could choose from a five-speed manual gearbox or a three-speed automatic.

The 928 wooed the crowds at Geneva and went on to be crowned European Car of the Year – the first and only time a sports car gained the title. However, its high price didn't entice the Mercedes, Jaguar and such-like customers the company had hoped for, while the Porsche

faithful remained loyal to the 911, to the extent that the decision was made to continue to sell the rear-engined car alongside the 928, the latter being positioned as a luxury coupé alongside the pure sports car that was the 911.

It's been suggested that the 928 was a sales failure but, to be fair, it did sell steadily and remained in production for an incredible 18 years, during which over 61,000 were sold. Okay, that's not a huge number compared to Porsche's current figures but, at the time, those sales were a useful addition to the accounts book.

Over its long life, the 928 steadily evolved, with ever-more powerful engines and styling tweaks, but it remained essentially the same car. The final of many incarnations was the mighty GTS of 1992. By then the all-alloy V8 had been pumped up to 5.4 litres and produced 350hp and 490Nm of torque (at the time, the 911 had a full 100hp less). The body had also been injected with steroids and featured beautifully bulging front and rear arches plus a full-width rear reflector, 911-style. The 1970s interior fabrics had long since given way to sumptuous leather, as befitted a luxury cruiser. It was an impressive car but, by 1995, sales had dropped to a trickle (less than 3000 GTSs were made over three years) so

In a world of boxy Ford Cortinas, the bulbous 928 with its radical integral bumpers and pop-up headlamps was shockingly avant garde

Porsche quietly dropped the 928 from its range; although the last one built was far from quiet, finished as it was in Lime Green Metallic with a purple leather interior!

It's odd that the 928 didn't succeed in usurping the 911, as in theory it was better in every way. Faster, better handling, more refined, more comfortable, certainly more practical and with more modern styling. But, at the end of the day it wasn't, well, a 911 – something that still haunts the 928. I was chatting with fellow *GT Porsche* writer Peter Morgan and at the mention of the 928, Peter said: "Ah, it's not a 911, is it? That's why

a 928 will never be a good investment." He's right, of course, over the last few years, values of classic 911s have soared, for the simple reason that it's the definitive Porsche – the cliché schoolboy poster car – that many people dream of owning. Compared to the 911, any other Porsche, how ever good it might be, is going to struggle to compete.

Added to this, the 928 has long had a reputation for being complex and expensive to maintain. As is often the case, though, the reality isn't as bad as some internet forums suggest. Yes, some of the electrical systems were a bit ahead of their time and can be troublesome and, yes, the

engine is expensive if it goes wrong, but most of the problems found with 928s are relatively minor (non-working electrics, such as sunroofs and windows, being the most common) and stem from lack of care and maintenance. The 928 is a high-tech (for its day) high-performance supercar and, as such, demands love and attention. Sadly, though, as prices have dropped, some have been bought by people wanting a cheap Porsche but lacking the wherewithal to run such a machine properly, which means that many of the few remaining examples are tired and neglected, so no wonder they're not reliable.





20 years after it went out of production, the 928 can offer a rewarding ownership experience for the careful buyer





Find a 928 that's been properly looked after and you'll have a fabulous Porsche for, relatively speaking, not a lot of money

On the other hand, find a 928 that's been properly looked after and had any issues nipped in the bud, and you'll have a fabulous Porsche for, relatively speaking, not a lot of money.

And how much is that? Well, you'll struggle to pay more than £20,000 for one of the last GTs, while good examples of the S4 from the late 1980s are less than £15,000. Early cars from the 1970s are very rare now, as many have been scrapped, but when they do come on the market they're usually under £10,000. Whichever 928 you buy, it's remarkably good value for money for a car which, when new, was more expensive than a 911; although arguably not as good value as another of Porsche's V8 – the Cayenne, which can be bought for similar money.

Today, a 928 is much rarer than a 911 – at the time of writing, I found just ten examples listed

for sale on Pistonheads. It's fair to say, though, that sellers don't have people falling over each other to buy 928s, it's very much a niche market car. Even so, a 928 is a rare beast and an attractive one at that, which in my book makes it an interesting Porsche to buy and own. Start off with a good one (don't even think about restoring a tired example – it'll be a money pit and some parts are hard to come by) and it shouldn't then be an expensive car to run. While it may not go up in value, it certainly won't go down, either, which makes for affordable supercar ownership. It also remains an astonishing good looking machine; those 1970s space-age looks offer a dash of retro coolness. If you are really hoping for an investment – and I still maintain a 928 is not a car to base your pension on – then seek out either a low mileage

GTS with manual gearbox (most were autos) or, if you can find one, one of the first 1970s cars in original condition. Both are incredibly rare today and therefore could appeal to collectors.

In the last year or so, there have been rumours that Porsche will build a new '928' using a shortened Panamera platform to create a two-plus-two grand tourer. An interesting idea, and quite feasible to execute, but why would Porsche do such a thing when it already has a two-plus-two grand tourer in its line-up? That's right, in a strange twist of fate, the 911 has evolved into exactly the car which the 928 was conceived as – a large, comfortable and refined grand tourer that is also fun to drive! The Cayman, meanwhile, has taken on the 911's mantle of pure sports car. So in some ways, Porsche did get it right with the 928 concept all those years ago... ○

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BADGE OF HONOUR

The GTS badge is back with a vengeance, and it's being used to denote some of the finest Porsches available. How though does the 911 version fit with the rest of the Carrera range?

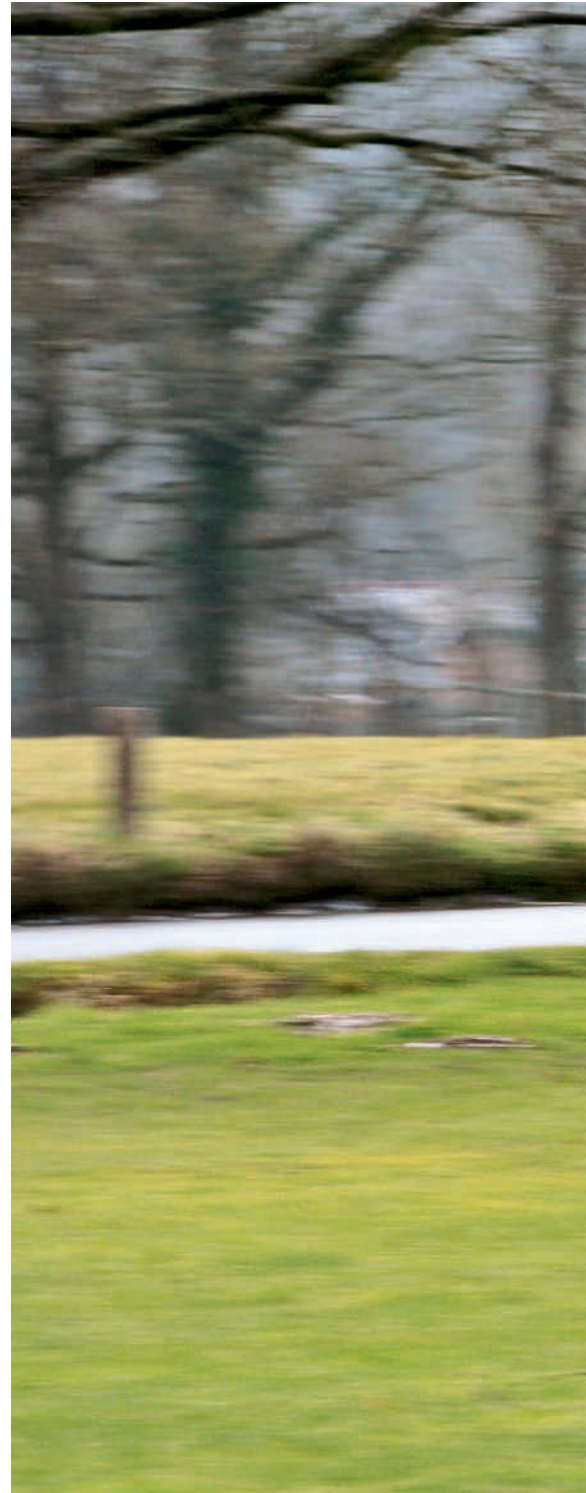
Story and photography: Simon Jackson

The last time we saw a 911 wearing a GTS badge was back in 2012 when one adorned the rump of a Gen 2 997. Since that Carrera 4 GTS, though, things have been relatively quiet on the GTS front – until recently. Today those three letters have been reloaded into Porsche's heavy artillery and fired out across practically its entire range of vehicles, becoming a sort of sub-brand in its own right. Indeed 'GTS' has become a trademark that signals sporting purpose without offering cars deficient in creature comforts thus effecting

usability – if that's the way you like them of course. Please don't misunderstand, a GTS is certainly no RS, but that's not a bad thing – it's really not trying to be. Ultimately the GTS moniker sits between that of the RS and S models, proposing a kind of 'best of both worlds' affair combining sports car appeal with practicality – in the 911, then, it should deliver a highly desirable package.

Having sampled the fantastic Cayman GTS earlier this month (p34) and had an equalling thrilling experience with the Panamera GTS

before that (GTPP 03/15), it was with great expectation that we got behind the wheel of the 991 version. So far each incarnation of GTS has been distinct from the last, with just the bare ethos of the badge and trim levels to connect them. The Cayman is a fiery little number, a hot head in a tight package delivering a rewarding and exciting driving experience. The Panamera GTS turns an otherwise luxury super saloon into a fire-breathing dragon, snarling and intimidating its way around. It provides the perfect mix of comfort and performance, belying the Panamera's





2015 911 GTS

ENGINE: 3800cc direct injection

TRANSMISSION: Seven-speed PDK, PTM Plus, 4WD

BRAKES: Six-(front) and four-piston callipers (rear), ventilated discs

CHASSIS: PASM, PDCC, Sports Chrono Package

WEIGHT: 1425kg

PERFORMANCE:

Top Speed: 190mph (claimed)

0-62mph: 4.4-seconds (claimed)

Fuel Consumption: 29.7mpg (combined, claimed)

Co₂: 223g/km

ON THE ROAD PRICE: £104,385

OPTIONS FITTED TO TEST CAR:

Carmine red exterior paint: £1805

PDK transmission: £2817

PCCB Ceramic brakes: £5787

Adaptive sports seats: £1914

Black leather and Carmine red GTS Package: £2234

Air intake grilles and rear apron painted: £696

Carbon illuminated door sills: £689

TOTAL COST OF TEST CAR: £119,122

magnitude and habitual function.

On paper the 991 GTS makes immeasurable sense even before one either dives into the minutiae of its finer points or leaps into the car to experience it first-hand. The model offers around £9000 worth of extra equipment for a £7500 price increase over a standard S model – so that's almost a no-brainer so far as my rudimentary maths go. There's a choice of four GTS models at present; Carrera GTS, Carrera GTS Cabriolet, Carrera 4GTS, and Carrera 4GTS Cabriolet – and here we get behind the wheel of the Carrera 4GTS

Cabriolet, arguably the least adventurous of the bunch. Why? Well, if the GTS is to exhibit sporting aptitude then having its roof deleted and an all-wheel drive system fitted to it is likely to dull its sporting temperament – isn't it? We'll see.

As standard the 911 GTS offers a 30hp increase in power output over the S model, meaning it produces 424hp. The shell is a C4 wide-body affair (no matter which version you select) and it is available with a six-speed manual or PDK gearbox (which featured in our test car). Sports Chrono and a Sports exhaust are fitted as

standard, as are 20-inch centre-locking 911 Turbo S wheels. On the outside the GTS boasts a few subtle alterations that in isolation do little to excite, but when combined make their presence felt. This includes black headlamp surrounds, flared rear arches, SportDesign mirrors and of course the 991's afterburner party piece – that delightful continuous LED tail-light strip which we simply love. Inside, we have to admit there's nothing that stands out, or rather nothing that appears to be poles apart from a normal Carrera. However a 'normal' Carrera is so good anyway



that it would be virtually impossible to improve upon it. GTS logos and accented stitch work lift the cabin and highlight where this car sits in the 911 hierarchy, but this treatment isn't standard, rather an option.

On the road, every 991 C4 is so planted it may as well be a hardy perennial dominating your herbaceous border. The GTS, though, seems to let the all-wheel drive system off the lead a little, allowing the car's playful rear-drive bias to come to the fore. Indeed the dash graphic depicting the live split in drive is fascinating viewing while

the car is mobile, confirming that the front wheels are only really invited to contribute to proceedings when necessary. Hardcore fanatics might wonder when four wheels are really required over two, but driving past rear-drive cars in this February's ice and snow ensured any such objection was not unduly overruled. The 991 GTS sounds fantastic, on full chat it barks like any self-respecting GT3 descendant should, but it can also simply get on with making surreptitious progress when required. Is it as lively as the Cayman GTS? No. Does it boast the

audible significance and presence of the Panamera GTS? No. But what it does do is make for a very desirable variant of modern day 911.

So the 991 GTS does everything beautifully well, but it doesn't stand out, at least not in the same way that the Cayman GTS or the Panamera GTS do from their respective lesser models. Why might this be? I think there's an obvious reason. The 911 is such an accomplished sports car, such a honed and perfected machine, that any evolutionary step it may make is just that: a subtle evolution, never a revolution.



This effect is amplified when you're trying to shoehorn a new model in between the likes of the GT3 and Carrera S – both established and competent 911 stalwarts. The Cayman and Panamera on the other hand are far newer additions to the Porsche stable – they don't have 50-odd-years of development and engineering progression to draw upon. They don't have out-and-out track-orientated pedigrees or existing versions at the pinnacle of their model line-ups (such as the GT3), which may, in some respects, restrict their growth.

In reality Porsche can't afford to have a bells-and-whistles Carrera of any kind stealing the GT3's thunder, it just wouldn't make business sense. This means taking more noticeable steps for a 911 and advancing its dynamics in any regard is far tougher with any new variant. This is a car that has, after all, been at the top of its genre for half a century now.

That said, the 991 GT3 remains a highly proficient, rewarding and worthwhile addition to the 911 family tree. What it offers is a 911 loaded with all the best features from the current

Carrera range, with the added bonus of a flavour of 991 GT3 sportiness thrown in. It has been designed to be a comfortable GT3 in many respects, a fast 911 you can use daily with all the convenience features many drivers expect and even require from a car these days. If you were in the market for a 991 should you consider one? Absolutely, yes. Might it be that little bit more engaging in C2 Coupé guise? Could it offer the thrill of a Cayman GTS or boast the gravitas of the Panamera GTS in that specification? Well, those are really questions for another day... ○



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PORSCHE



The *French* Connection

Retromobile in Paris promised to provide an interesting insight into the French classic car scene. We decided it was high time we paid a visit...

Story: Simon Jackson Photography: Rob Richardson

A well-known satirical automotive blog recently ran a story on classic Porsches now being worth more than gold. It was, of course, typed with tongue firmly placed in cheek, but all the same that post wasn't far off the truth. Of late we've all witnessed with amazement the phone number digits being asked, and seemingly received, for old Stuttgart metal, and this phenomenon isn't strictly limited to the UK. With prices being pushed up across the globe, and Porsche models now headlining most classic car auctions, the brand has become adept at poaching the limelight from previously adored automotive

creations from the usual suspects; Ferrari, Lamborghini, Rolls Royce, Aston Martin.

Naturally this exponential growth in Porsche interest has both good and bad knock-on effects for fans of the marque. Bad because the advance in asking prices has pushed many enthusiasts out of the market, good because it's been resulting in even the most unloved Porsche becoming viable as full restorations – keeping more of the cars we love on the road. Today the best place to see some of these sought-after models are at high-end classic car shows and respected auctions, of which there was one we were keen to investigate.

Retromobile has recently become one such

event developing a fine reputation within classic car circles. The headline figures go like this; 46,000 square feet of exhibition space, 500 cars on show, 450 exhibitors and over 100 clubs in attendance. The Parisian gig boasts a good turn-out of high-end classic cars, and also attracts the cream of the European auction houses offering a heady mix of delicious lots. Last year over 400 lots were offered for auction and 87 per cent sold, with sales totalling 29 million Euros. What's more, being located just a few hours from Calais, it makes a workable day trip for any Brits wishing to swill a quality glass of red whilst witnessing first-hand the French love affair with classic autoerotica.





Left: The automobilia on sale caught our eye. A half scale 936 was a real collectors' item, one of between 50-100 made. There were also plenty of more miniature scale models too, including this period *James Bond* action set (left): "Do you expect me to talk?"



Porte de Versailles Exhibition Centre is situated on the south-west corner of Paris, within a stone's throw of the Eiffel Tower and within easy reach of road and rail networks. The venue itself is a well-equipped modern site akin to London's Excel, with car parking and all the other facilities you'd expect. Retromobile takes up one large hall, and is divided loosely into sections. At its heart sit manufacturer and club stands, Porsche club France and Porsche France, the latter with the most impressive stand at the event displaying 911s old and new. Around the perimeter you'll find trade stands pedalling everything from car parts to models, juke boxes to art deco furniture,

in another corner a brace of culinary delights from local cuisine to draft beers and strong espressos. What this place delivers is a melting pot of Parisian car culture – a French twist on the traditional classic car show.

Porsche was well represented at Retromobile, with an exciting selection of cars offered for auction and specialists displaying their wares. One of the first to catch our attention was Serge Heitz, a Porsche specialist with bases in Paris and Bordeaux. The Serge Heitz booth boasted a number of fully restored classic Porsches; a delicious 1971 911S with original bodywork and restored mechanicals caught our eye, as did a trio

of fully restored 356s – a 1961 Speedster, a 1962 Carrera 2, and a 1964 356 C Cabriolet. All three cars were stunning and excellent examples of the firm's attention to detail.

The official Porsche Classic stand was the most impressive display of the show in our opinion. It showcased various 911s, from a 930 to the new 991 GTS, including a cut-away 964 providing a visual representation of what the company is able to offer from its parts bin to its customers. The booth was bolstered with a beautiful homage to the Monte Carlo rally that seemed to captivate showgoers too.

Specialist ZS Style was one of a host of 356



Above: The fibreglass 911 Cabriolet Junior would be any self-respecting child's dream!

Bottom right: Beautiful 1971 911S on the Serge Heitz stand was one of many classic Porsches at Retromobile this year...



restoration specialists in attendance, but its presence caught our eye thanks to a rather beautifully turned-out 356 in a state of mid-completion, with a mirrored floor placed underneath, the car displayed in intricate detail exactly what goes into a top-notch classic Porsche restoration.

Away from the cars there were a plethora of smaller stands offering automobilia of all kinds. From vintage collectables like toys and pedal cars, to coveted car parts and retro objects such as original signage and jukeboxes, the event really played up to its 'retro' title. These smaller stalls lined the outside of the main hall, and really did

seem to offer something for everyone, there was even a vendor selling Chateaufneuf du Pape – when in Rome and all that...

Perhaps the largest draw at Retromobile though were the established auction houses. RM Auctions was present with a tasteful mix of dream machines, but the major presence came from the official Retromobile 2015 auction run by Artcurial Motorcars, that had a wealth of cars presented on-site for auction during the event. Obtaining access to this area is not covered by the entry fee, purchasing a catalogue (€80) gets you in, but for that money you'd probably want to be a serious bidder. The public could walk

around the outside of the display, but with so many cars crammed together in such a tight space, getting a proper look wouldn't have been easy. We overheard one Brit expressing interest in a single car who was turned away as he refused to buy a catalogue.

Sadly for the general public the Artcurial Motorcars auction was without doubt the best part of the show. Inside the spread of cars ensured one could lose plenty of time ogling and examining in detail, and thanks to the entry fee this was also the quietest area of an otherwise jam-packed event. Artcurial auctions at Retromobile were split into three sections; the



What this place delivers is a melting pot of Parisian car culture – a French twist on the traditional classic car show

Automobilia Auction, the Baillon Collection Auction, and the Legend Cars Auction. There was a high concentration of Porsches offered for sale here, including a bunch of classic 911s, amongst other models. Of particular interest was a 911 Speedster and a 1961 356 B Super 1600 Gendarme complete with blue flashing lights – its estimate was €140,000-200,000.

We also spotted a 911 Cabriolet Junior, originally sold by Porsche in the 1980s. The mini Porsche featured a fibreglass body and a four-stroke Honda engine, two forward gears, one reverse, lights and indicators. Eligible for Little

Big Le Mans, the items was estimated to sell for between €8000-10,000. Alongside it was an equally cute half scale 936 equipped with a Briggs and Stratton engine, also distributed by Porsche in the 1980s, these number between 50 and 100 units in total. A fantastic collector's item.

Retromobile highlighted the divide between those who can afford to have, and those who merely wish to admire. Happily though this event manages to cater for both parties without compromise. If you visit with a view to purchasing a car at auction or surveying what the French specialists can offer by way of restorations

or parts supplies, then you won't be disappointed. If however, you simply wish to peruse and drink-in some stunning classics, then Retromobile has you covered too.

Just a few hours drive from Calais, or easily accessible by train via Eurostar, Retromobile offers an easy alternative from the established events of this type in the UK. Tickets are €14 in advance, and we paid €20 to park on-site for the day. If you're attracted by the idea of visiting then a trip is feasible in a day, alternatively the show's city centre location makes it the perfect partner for a weekend break ○





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911 Carrera 3.2 Cabriolet
£29,995 Guards Red
August 1984 100,000 miles

Georgia

On My Mind





When Tony Dean entered the 1970 Can-Am series in an ex-works Porsche 908, he was outgunned and out of step with the rest of the field. That made what he achieved in Atlanta all the more impressive... Story: Andrew Frankel Photography: Porsche

As journalists, we are taught from day one to search for clichés in what we write and to exorcise all and any we might find – avoid them like the plague, as the old joke goes. But clichés only got that way because of the truth that lies behind each one, and in motor racing, there is no cliché bigger nor truer than that which says: ‘to finish first, first you must finish’.

It makes me shiver just to see it there, but truly there is no better way to explain the extraordinary events that took place at a brand new race track just outside Atlanta, Georgia, some 45 years ago, events that would result in the first ever victory for a Porsche in the Canadian-American Challenge Cup, better known to you and me as Can-Am, a series it would go on to dominate like no other.

Note that I said it was a victory for a Porsche rather than a Porsche victory, for that would imply factory involvement. On the contrary, it was all the work of an Englishman you’ve probably never heard of: Anthony Gordon Dean.

If you think of Porsche and Can-Am, you think of the two turbocharged 917s – the 917/10 and 917/30, that between them won 14 out of the 17 races that made up the combined Can-Am seasons of 1972 and 1973. But Porsche had been eyeing up the category long before then. Indeed it had chopped the roof off a 917 and

allowed Jo Siffert to race in it Can-Am back in 1969. It was quite clear that the 4.5-litre car would be uncompetitive against the all-conquering McLarens with their 7.5-litre Chevy V8 motors, but Siffert was keen and Porsche eager to understand what would be required to turn the 917 into a race winner. Turbochargers were the answer, but that is another story. For now let us return to Tony Dean and how as a relatively impoverished private individual he managed to beat Porsche itself to that first Can-Am victory, and in a car never designed to do anything of the sort.

Tony Dean came from a long line of European privateer drivers who during the 1960s trailed around the Continent, living frugally but happily on start money and whatever extra he could earn when he did well. He was already rather older than ideal when, aged 33, he started to attract attention by winning the 1965 British Formula Three title and coming second only to Peter Revson in the F3 race that supported the Monaco Grand Prix. His introduction to Porsche came when he decided to switch to sports car racing in 1967, during which he raced a 906 without notable success. But by 1969 he started to turn it around. Sharing a Porsche 910 with fellow Brit, Bill Bradley, they won their class at the terrifying Spa 1000km and came fourth in the no-less-daunting Nürburgring 1000km. But

*The 908/2 wasn't such a crazy choice.
A pony among stallions it might have
been but a brilliant racing car it was too*

Opposite page: Tony Dean and William
Bradley in the 910 during the 1969
Nürburgring 1000km

Below: The number 55 908/02 Spyder
shared by Dean, Hans-Dieter Dechent
and Gérard Larrousse tackles the
Brands Hatch 1000km in April 1970



then he equipped himself with a nearly new ex-works Porsche 908/2 and turned his attention away from racing in Europe to the altogether more free-living, free-thinking Can-Am formula.

Indeed calling Can-Am a formula is something of a misnomer, implying as it does a chunky rulebook full of regulations that competitors must obey. In fact the series was a glorious free-for-all. Cars needed to offer seating for two and, er, that was pretty much it. There

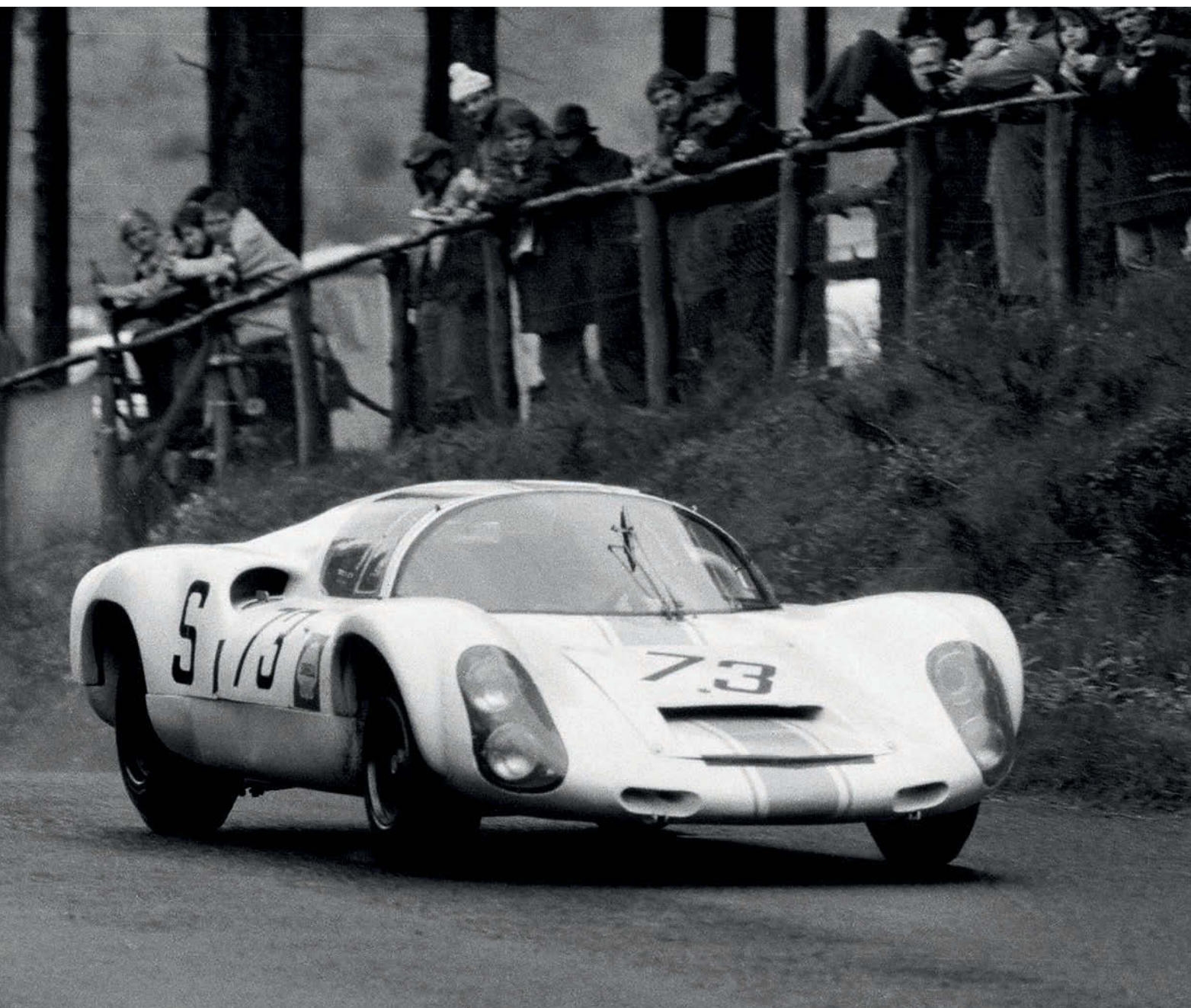
was no limit to how many cylinders you had, how big your engine was, how light your car could be, nor whether it breathed at atmospheric pressure or through forced induction.

The Porsche, then, might have seemed an odd choice in which to go racing there. If Siffert wasn't having any luck in a works-backed, 4.5-litre 917, what hope did Dean have in a 3.0-litre 908? None at all it would seem, and it only makes sense when you appreciate that winning

would have been the last thing on his mind with such a car. For Dean it appears to have been enough simply to be out there, mixing it up with the big boys, earning a respectable living and, it is to be presumed, having the time of his life on a continent possibly even more blessed with truly great race tracks than the one he'd just left.

With that agenda in mind, the 908/2 wasn't such a crazy choice after all. A pony among stallions it might have been but a brilliant racing car



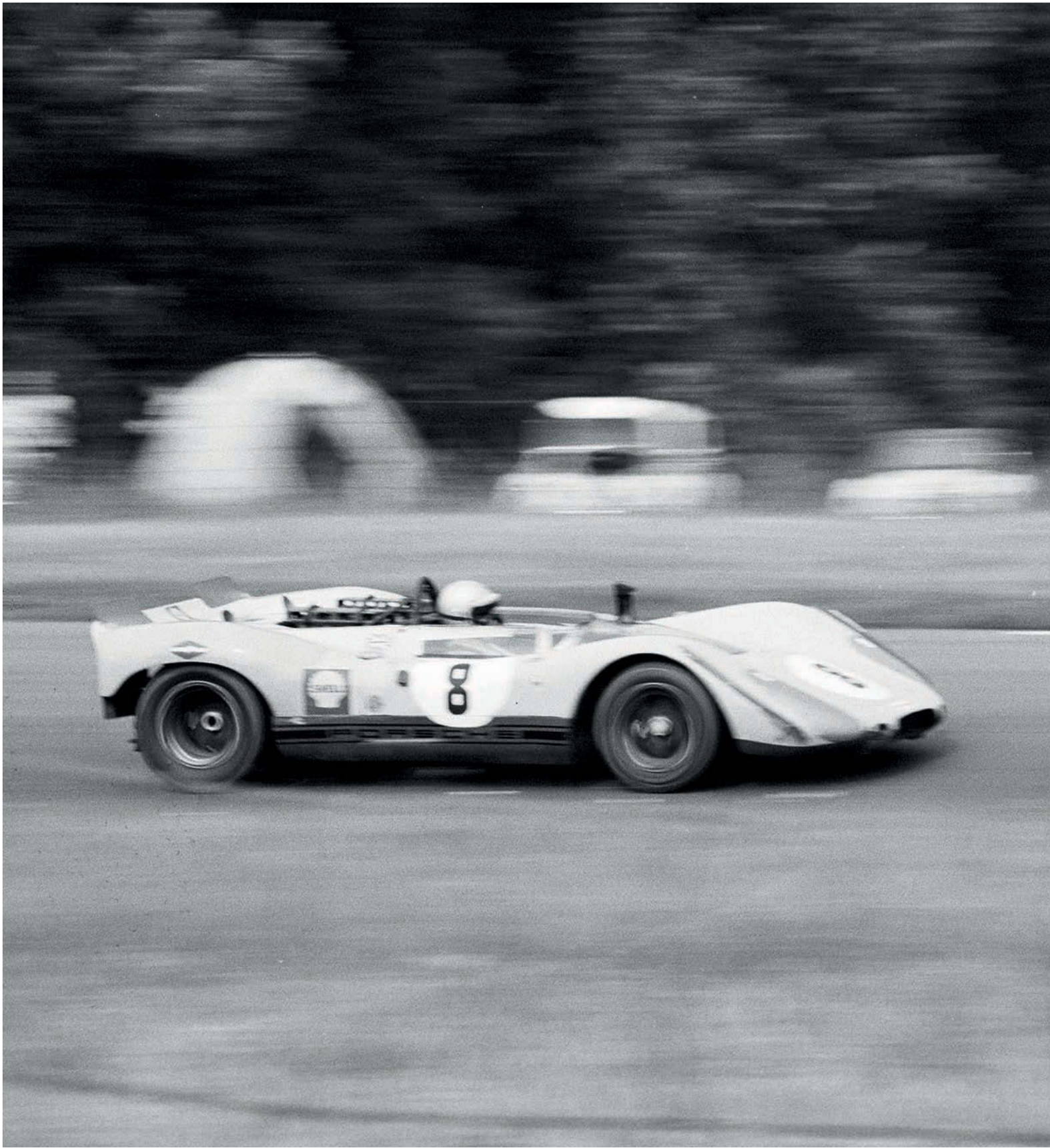


car it was too: while Porsche struggled to tame the mighty 917, the 908 was the most wrapped up in the World Sports Car Championship for Porsche in short order and missed winning Le Mans by a matter of yards. Being a Porsche too, Dean could count on its reliability too. He figured that in Can-Am races with an often high race of attrition, if he just stayed out there, he'd come somewhere, which meant he could cash and collect. He couldn't have known just how right he would be.

His first 908/2 was chassis 005, which started life as a works car and was driven in the Sebring 12-hours in 1969 by drivers no less illustrious than Siffert and Lancastrian Brian Redman. Dean's first outing was at round five, at mid-Ohio where he qualified precisely nine seconds slower than Denny Hulme's rampaging McLaren-Chevrolet M8B, and on a short circuit too. In racing terms that's not a night and day difference, it's most of next week too. But after

two hours racing against cars with literally twice as much power or more, he finished an amazing eighth out of 24 qualifiers, albeit he was lapped four times by the leaders in the process.

At Road America he was even further from the pace in qualifying – over 12 seconds behind pole – yet even closer to the front at the flag, fifth overall. And to find out why, you need note only that while some 33 cars started the race, a mere 13 completed it. First you must finish...





Above: Tony Dean/Bob Brown's number 68 908/02 Spyder at the Watkins Glen six hours in 1972

Left (opposite page): The Watkins Glen six hours in 1970

The strategy was working.

It set a pattern for the rest of the season: Dean would qualify nowhere, and then while all or at least most of those around him wilted and withered in the red hot competition of effectively unlimited motor racing, he'd quietly ease up the order not once finishing lower than eighth. And so far as I can see from poring over the results sheets, not one other driver of note matched his 100 per cent finishing record, and for that you can thank superb preparation and Porsche engineering.

As the 1970 Can-Am season didn't start until June, Dean took the car back to Europe only to crash it heavily in qualifying for the Brands Hatch 1000km. The damage must have been bad because it failed to turn up to either the Targa Florio or Nürburgring 1000km for which it had been entered and by the time the Can-Am circus pulled into the paddock at Mosport for round one, Dean was equipped with an entirely different 908, chassis 011.

This was also an ex-factory car but with an even more illustrious history having won its first ever race, the 1969 Brands Hatch Six Hours with Redman and Siffert driving. By the time Dean got his hands on it, it has been raced from Argentina to Sweden by Porsche works driver Leo Kinnunen and future Porsche Le Mans winner Gijs van Lennep.

The season started promisingly enough with a

fairly incredible fourth place at Mosport but then collapsed. He failed even to make the start at St Jovite, then scored the first retirement of his Can-Am career at Watkins Glen. He at least finished at Edmonton, but in 11th place, lower down the order than ever before. The car broke again at mid-Ohio where he'd made his debut the year before and while fifth at Road America would have put the smile back on his face, it could not disguise the fact that the season so far had been a disaster.

There was no reason to think the next round at Road Atlanta would be any different. The circuit was new, so Dean would perhaps not be as disadvantaged through lack of local knowledge, but it was faster than any they'd visited so far that year save Watkins Glen, and with the McLaren drivers enjoying a bare minimum of 750hp under their right foot, Dean must have thought it was going to be a long hard day at the office in his 375hp Porsche.

Funnily enough and for once, a McLaren was not on pole, but Vic Elford's outrageous 'sucker car' Chaparral 2J which used a skidoo engine to literally suck the air out from under the car and weld it to the Tarmac. But then came the two works McLarens of Denny Hulme and Peter Gethin followed by the only other truly world class driver in the field, Peter Revson in his Lola T220. Dean qualified tenth, which is more impressive than it sounds when you consider



Dean out-raced many purpose-built Can-Am cars. Was he lucky? Of course. Did he make his own luck? You bet...

every single car ahead of him (and indeed all but three behind him) were powered by massive big block Chevrolet engines.

Race day proved as hot as you might expect it to be in Georgia in mid-September. And if anyone thought the Chaparral might be about to upset the McLaren apple cart, they were disabused of that notion before the first corner into which Hulme disappeared first followed by Gethin and Revson. For 10 of the 75 laps nothing much happened but then and quite suddenly it all got a lot more interesting. First Hulme tangled with a back marker and was out. Then the 'sucker car' lost its suck and, proving impossible to handle, was sidelined. Gethin then fell off and had to pit for repairs while Revson had a tyre failure at 180mph, pitching him off the circuit and into an accident which would have been bad enough even if his wrecked car had not then been clouted by Bob Brown's similarly out-of-control

McLaren. Under the circumstances Revson could count himself exceptionally lucky to emerge with only a badly bent Lola and some belt bruises.

To his considerable surprise, this left a Canadian called George Eaton driving a Chevy-powered BRM in the lead, but in his efforts to keep the recovering Gethin at bay, pushed his engine harder than it cared to go and soon added his name to an ever-growing list of retirees. Even so this left Gethin back in the lead and no-one seriously thought it would end any other way. But it did. Seven laps from the end, the McLaren's gearbox let go and he became the 17th retiree of the race.

Whom did this leave in the lead? None other than a startled Tony Dean in his little yellow and utterly unfancied Porsche 908/02. Towards the end there was pressure from Dave Causey's Lola-Chevrolet, but nothing the talented Dean couldn't handle. He crossed the line with over a

minute to spare to win not just his first Can-Am race, but the first to be won by a Porsche.

Of course you might say he did nothing special and simply inherited the win, but the facts don't reflect this. The facts show that drivers and teams far more experienced and vastly better resourced than Dean made mistakes he did not. They also show that in a car with an engine of half the power and size of his opponents' and driving in a series for which the car was never designed, he out-drove and out-raced many of the purpose-built Can-Am cars driven. Was he lucky? Of course. Did he make his own luck? You bet.

Dean raced on in the Porsche and in very many other cars, but his light would never shine so brightly as it did that day in the sweltering Georgian sun. He died in 2008, aged 75. But he deserves to be remembered, not just as a plucky Brit who once beat all the odds, but as one of the true unsung heroes of the Porsche story ○

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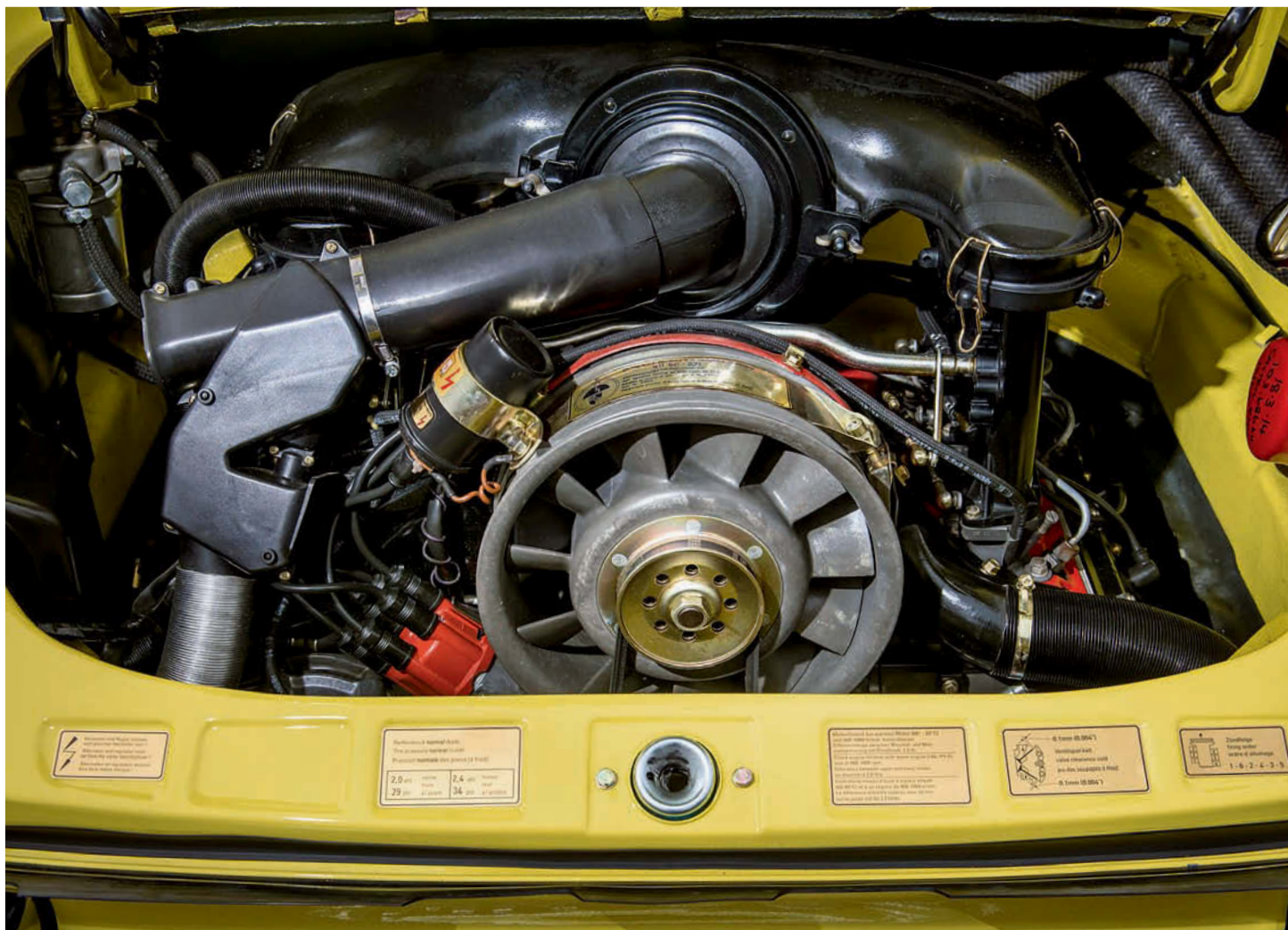
On Tour

The Carrera 2.7 RS Touring is one of the most sought-after 911s ever created. This restored example shows exactly what all the fuss is about.

Story: Martyn Morgan-Jones Photography: Andy Morgan







In concluding his February 1973 road test of MYX 4L (AFN's 911 Carrera 2.7 RS Touring demonstrator), the late, great motoring journalist Denis Jenkinson, *Motor Sport's* Continental correspondent at the time, stated; "what an incredibly honest car".

Long-lauded as a landmark model, and almost universally considered to be the most desirable and coveted of the 911 breed, the Carrera 2.7 RS, Porsche's full-blooded response to the FIA's intended shift from exotic sports prototypes to production-based racing machinery, is honest to the very core of its being. Designed and crafted just before new and stringent European crash testing and emissions legislation began to take effect, and before the oil crisis strangled the global economy, it represents Porsche at its best and is a 911 in its most concentrated form. This is a car that not only dominated the race tracks, it combined the cerebral with the physical in a way that not one of its contemporaries was fully able to match.

The feature car, HWK 832L, a 1973 Touring that's had light competition use over the years, is almost identical to the one Jenkinson drove back in 1973. But he was only a custodian of his car

for a short period of time. David Bridges on the other hand has owned this example for three decades. Consequently, he is ideally placed to furnish us with the car's narrative – and to relate whether the qualities that defined the Carrera 2.7 RS in its youth are still as exhilarating today.

"Back in 1985, even though I couldn't really afford one, I desperately wanted a Carrera 2.7 RS Lightweight," professes David. "I had a '72 911S at the time and the RS really appealed as it could be used as a daily driver, for classic car shows and, more importantly, it would be perfect for hillclimbs and sprints. I'd marshalled at Castle Combe Circuit for a number of years and watched various RS race. I was so impressed by the way they had run rings around the opposition – even 911 Turbos! Anyhow, I spotted a Lightweight for sale and went to view it. Sadly, just 20 minutes before my arrival, it was sold! I came back with my tail between my legs, clutching my £500 deposit, and began the search once more."

That search proved fruitful, as David spotted Alan Hart's advert for the left-hand drive Touring he was selling on behalf of its German owner. "I rushed up to Stratford-upon-Avon to see it,"



"This car excited me when I bought it in 1985 and still excites me today. It's hugely practical too"



recalls David. "I told Alan I didn't want discuss the car, I just wanted to buy it. It'd been purchased new in March 1973 by Gerhard Kill from Otto Glöckler, a VW and Porsche dealer in Frankfurt. Kill kept the car until March 1978 when it was sold to Rainer Säemann. It's believed the car was entered in various competitive races and it was around this time that the Light yellow bodywork was repainted Grand Prix white with red decals and red wheel centres."

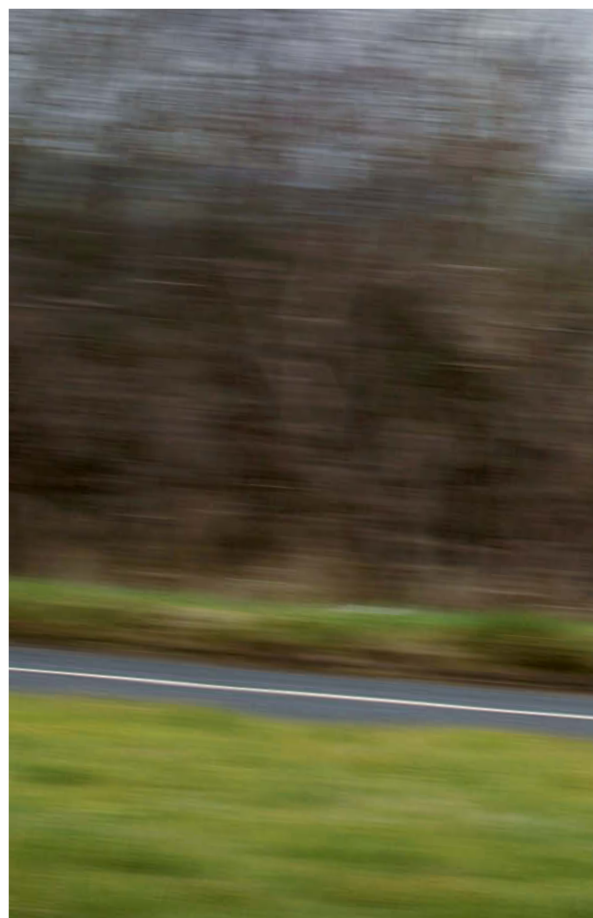
To raise enough funds to purchase the RS, David (who owned and ran the Bath VW-Audi Centre at the time) had to cull some of his classic stock. "I had to sell four Beetles," says David wistfully. "A '51, a '53, a '56 and a '59. I also part-

exchanged the 911S for a good used VW I could use every day. Although I wanted a Lightweight, I reasoned that the Touring was a good choice. In addition to being more comfortable, being left-hand drive it was ideal for the many Continental trips I knew I'd be doing. Plus, left-hand drive made it cheaper and it was actually how the car had been designed in the first place."

Re-registered HWK 832L, the Touring was then pressed into active service. In addition to a number of Continental trips, David used it for hillclimbs and sprints – and kept it in fine fettle too. "It was a joy to drive and to compete in," enthuses David. "But as it had already covered around 100,000 miles, I decided it would benefit

from some preventative maintenance. I removed the engine and transmission and sent them to London to be overhauled by Paul Edwards. This was in July 1986. Because I was planning more competition use, I was going to have the engine enlarged to 2.8 litres. However, on Paul's advice, it was left standard. This was good advice as the engine hasn't missed a beat since and is a very strong performer."

With its refreshed engine, HWK 832L performed as new. But, the extra urge prompted David to question the Porsche's structural integrity. "Towards the end of the '80s, the bodywork was beginning to look a little careworn," remembers David. "What's more, I



could feel that the front and rear ends weren't exactly in harmony, especially when the car was being pushed to the limit at Prescott Hillclimb! As it happened, in 1991, I went on a Porsche Club visit to Porsche GB in Reading and the team there spotted my RS... they also spotted that it was in need of a restoration. It's hard to believe this now, but Porsche GB was experiencing something of a downturn at the time. They had wonderfully equipped workshops, expertly trained mechanics, but little in the way of work. In brief, they offered to restore the bodywork at a favourable rate."

The restoration, undertaken to a very high standard, took place over a three-year period

and, for the most part, utilised original factory parts that Porsche GB had to source globally. "Porsche Classic can now supply a huge range of genuine parts for cars such as the RS, but the situation was nowhere near as good in the '90s," recalls David. "Although the restoration was done at a reasonable price, I still had to take out a second mortgage to pay for it! But the end result was well worth it. In 1994 the RS was exhibited at the BBC *Top Gear* and Classic Car Show, held at the NEC."

Not that HWK 832L, resplendent in its correct Light yellow paintwork complete with black decals and wheel centres, was now destined for a life of concours events. Far from it in fact, as

David reveals: "Although the car now looked pristine, and I did use it for classic car shows, I also continued to use it for long Continental trips, track days, and hillclimbs and sprints. It's an astonishingly competitive package and I always relished the amazing performance and sublime handling. This car excited me when I bought it in 1985 and still excites me today. It's hugely practical too. How many cars of this performance capability, from this era, can potter to the shops, devour huge miles on the Continent at high speed, win in motorsport, and are exceptionally reliable? Talking of reliability; it has never let me down. There was one occasion when the alternator stopped charging.



Above: Despite being restored in the '90s by Porsche GB, the interior was left original





"There is such an honesty to this car. It does everything it was designed to do and does it well"





This RS has been used as it was intended for its entire lifetime. Shopping car, track weapon and long-distance Continental cruiser



Even then, I managed to get to the end of my journey. As well as being a reliable companion, there is such an honesty to this car. It does everything it was designed to do and does it exceptionally well."

Having owned this supercar icon for the best part of three decades, and relished almost every moment, David has recently made the very difficult decision to part with it. "This car has been a huge part of my life, and for such a long time," he reminisces. "However, I'm now in my 70s and find that I'm using the car less and less. I've never been one of those owners that mothballs their classic. The RS is a car that cries out to be driven hard. Sadly though, I've come to the realisation that I'm not going to be able to use it as much as it should be used. The time has come to let it go and I hope that its next owner will garner the same enjoyment that I have – and use the car to its full potential."

ON THE ROAD

It's often said: 'don't meet your heroes, they'll only disappoint', but the offer of a drive in a Carrera 2.7 RS, a car I've hero-worshipped since I first saw one on a Motoring News rally in the '70s, was an offer I was never going to turn down. Did the experience disappoint? Not by a long chalk!

By modern standards the car is tiny and simply dwarfed by medium-sized family runabouts. It's a looker though and delightfully absent of the unnecessary design fripperies, bloated bodywork, 'basking shark' intake grilles and steamroller-sized tyres so beloved of today's automotive 'stylists'. I'll forgive the Carrera 2.7 RS its trademark decalling – this was the '70s after all! Plus, as we all know, the 'Burzel' rear spoiler is not some styling affectation, it adds about 2mph to the top speed and reduces aerodynamic lift.

The interior is best described as cosy. I agree with David that being left-hand drive car, as

originally designed, the driving position and overall layout is absolutely right. The all-round visibility is impressive too. It's a sparsely equipped car though, even in Touring garb (a European-spec Touring usually has less 'standard' equipment than its UK counterpart).

Thankfully, when Porsche GB restored the car, David declined its offer to renovate the interior. Autofarm has cleaned throughout, undertaken some detailing, and 'fed' the leather Recaros, but the delightful patina remains. The leather steering wheel is scratched in places and discoloured, the pedal rubbers scuffed, the gear knob has dulled and the seat bolsters and squabs bear many wrinkles and marks. However, these are hallmarks of natural ageing and regular use, and provide tangible links to the owner, links that are so often lost when cars are 'over-restored'. There is one special interior touch however. At Thruxton Race Circuit, Derek Bell kindly signed the ashtray –

1973 PORSCHE CARRERA 2.7 RS TOURING

ENGINE: Flat-six

CAPACITY: 2687cc

VALVES: 12

COMPRESSION RATIO: 8.5:1

FUEL SYSTEM: Bosch Mechanical Fuel Injection

MAXIMUM POWER: 210hp @ 6300rpm

MAXIMUM TORQUE: 188lb ft @ 5100rpm

BRAKES: Ventilated front and rear discs

KERB WEIGHT: 1075kg

MAX SPEED: 149mph

0-60: 5.5-secs

THANKS TO:

Autofarm (www.autofarm.co.uk, 01865 331234)

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David Bridges, Josh Sadler



stating that the car reminded him of Le Mans.

Then there's the engine: the heart and soul of the RS. Importantly, HWK 832L still has its original unit (number: 6630813). Furthermore, Autofarm, which recently gave the car a comprehensive service and checkover, discovered the flat-six to be in excellent condition.

By modern standards, 210hp at 6300rpm and 188ft lb of torque at 5100rpm, are relatively modest figures, everyday even. Yet, in a car that weighs just 1075 kilogrammes, the performance, and the way this performance is delivered, is little short of sensational. The throttle response is instant, the power climbs without respite and with consummate ease, and the engine is surprisingly tractable too, although it can get a little tardy when negotiating slow-moving traffic. As for the soundtrack? It's an aural delectation that evokes deep emotions, yet never overburdens. David has fitted a period Becker Mexico radio, which has been adapted for DAB and MP3. But, thanks to the engine's mellifluous soundtrack, it's rarely used.

Porsche mated the 2687cc 'Boxermotor' to a

915 five-speed gearbox. I'll admit to finding fifth instead of third gear on the odd occasion, although the change was pretty good, if a little wide-gated and the clutch action and the pedal pressure were perfect. As was the driving experience, which is best summed up as pure and unadulterated.

The traction is astonishing and the RS just launches itself towards the horizon. As the speed increases, the steering lightens and conveys exactly what the front of the car is doing. It's not as if you're actually touching the steering wheel, it's more as if you have made a palpable connection with the road surface. And this car feels taut – new car taut, with the lightweight Bilstein dampers (the first time the German-made Bilsteins were fitted as standard to a Porsche) make for a firm but well controlled ride, which improves with speed. The ride, which proved to be more compliant than I'd been led to expect, is undoubtedly helped by the modest dimensions of the tyres; 185/70/15 on 6-inch wide rims up front, with slightly racier (and rear bias-taming) 215/60/15, on 7-inch wide rims, at the business end.

As for the brakes? Well, they are powerful, and well-balanced, but I was surprised by the amount of pedal pressure I had to exert. In fairness, the system is unassisted, and things improved once some warmth had crept into the pads. But, the brakes are undoubtedly more race than road.

CONCLUSION

Porsche somehow managed to blend an intoxicating cocktail of engineering excellence, race-bred performance, sublime handling, enviable durability, and wonderfully-cursive aesthetics. I'd go so far as to say that not only is the Carrera 2.7 RS unquestionably one of the best high-performance offerings of the early 1970s, it's one of the best high-performance cars ever. It promises a lot. But, such is the depth of ability and design purity, it delivers on every promise and provides a driving experience that's every bit as good today as it was in the '70s. When Autocar first tested an RS (in 1973) they said it was "sensational, even by Porsche standards". Over four decades later that sentiment still prevails ○



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F10 530D » 296 BHP
F10 535D » 358 BHP
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Becker Monza Radio

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The Becker Monza was produced between 1972-1977, and was an

optional upgrade for 911 owners, typically the Carrera RS and 930 Targa models, but it was also available in Ferraris, BMWs, Maseratis, Alfa Romeos and Lamborghinis of the period, amongst others.

Featuring the iconic green dials with matching illumination over a black background, the Monza fitted beautifully with the dashboard of the 911. As such it has grown to become a real collectors' item today, sought after by those wishing to complete the innards of their period-perfect Porsche in style.

Modern advancements in technology mean these kinds of radios can now be adapted to include an MP3 'out' function, enabling digital devices to be connected and played through the vintage system. Some experts will also offer a Bluetooth connection facility too, just like a contemporary Porsche.

Today, if you are able to find a Becker Monza in good condition you can expect to pay upwards of £350, adding to it with modern technology in its retro casing will obviously cost you more through a conversion specialist or

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NEW *Retro*

Paying homage to Porsche's 50 Years Edition of the 911, Richard Gill has created a rather special modern-classic, a 964 that's bursting with charisma...

Story: Louise Woodhams Photography: Matt Woods



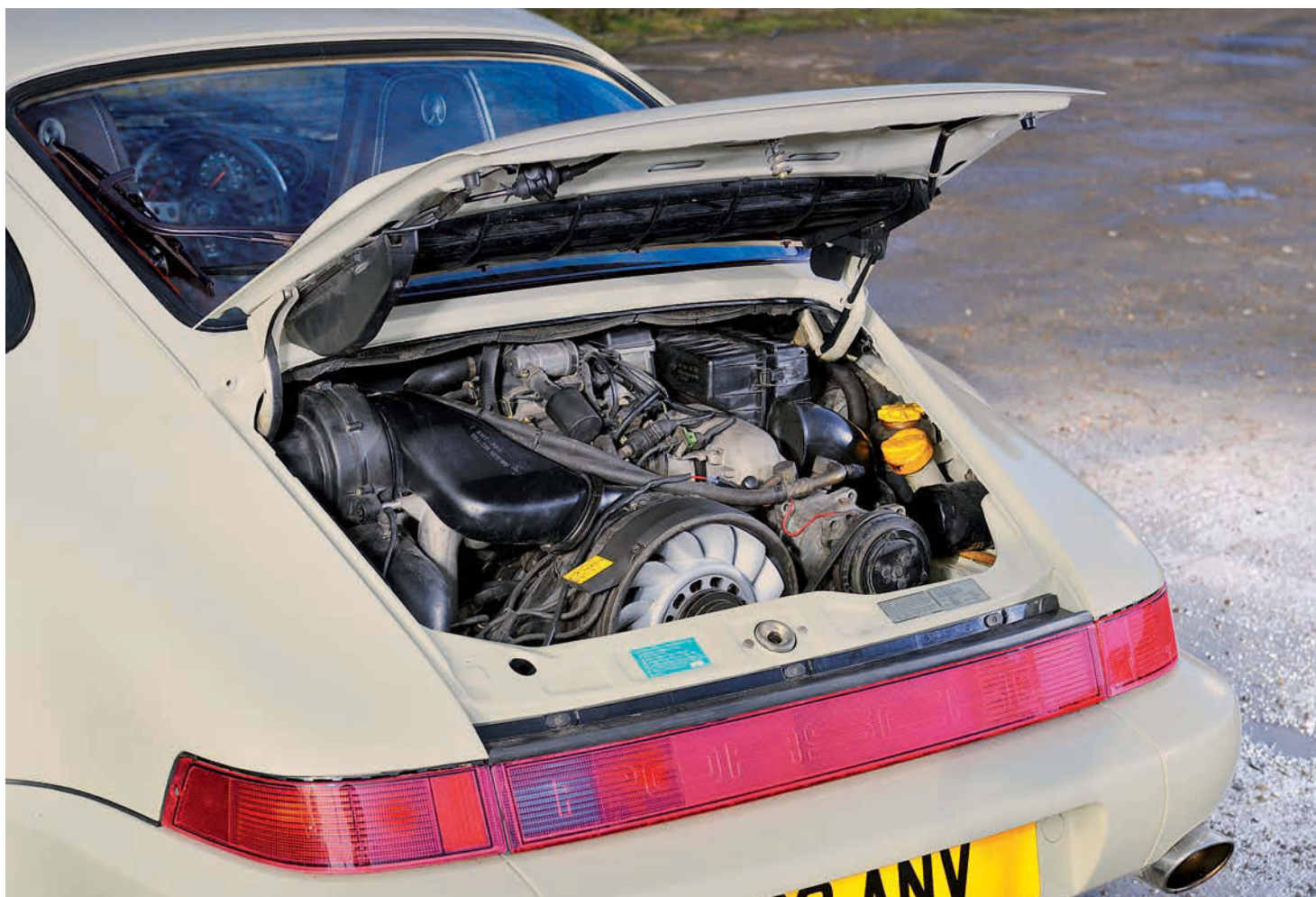


The 911 celebrated its 50th birthday in 2013 and to commemorate the event Porsche decided to produce a special edition. With the 911 Carrera S's rear-drive mechanicals in the wider, all-wheel drive 911 Carrera 4's body, the end result was a two-wheel drive, wide-body 911 coupé – a combination that otherwise didn't exist until a few months ago with the launch of the new Carrera GTS.

Available in three colours – Graphite grey, Black monochrome and Geyser grey – the 50 Years Edition featured Fuchs-inspired two-tone 20-inch wheels, subtle chrome trim on various parts of the car, and darkened headlight surrounds. Inside there was a full leather option in either Agate grey or black, with gorgeously retro Pepita-style houndstooth cloth inserts for the seats. Buyers could also specify 18-way electric sports seats, and the headrests were embroidered with two-tone '911 50' lettering. Porsche even put green lettering on the gauge faces and fitted white needles reminiscent of classic 911s.

Whilst the styling was a nod back to the early days, the mechanicals were obviously not, with the Carrera S's optional Power kit boosting output to 430hp and taking 0.4 seconds off the 0-60mph time (it was now a respectable 3.8 seconds). Porsche had also thrown its Sport Chrono package, Active Suspension Management, sport exhaust system and Dynamic Light System into the birthday goodie bag. It didn't come cheap, though. With prices starting at £92,257 and production numbers limited to 1963 – you'd be hard-pushed to find one even if you did have the cash.

So, what are the alternatives? Pay homage to it by customising your own 911, as *GT Porsche*

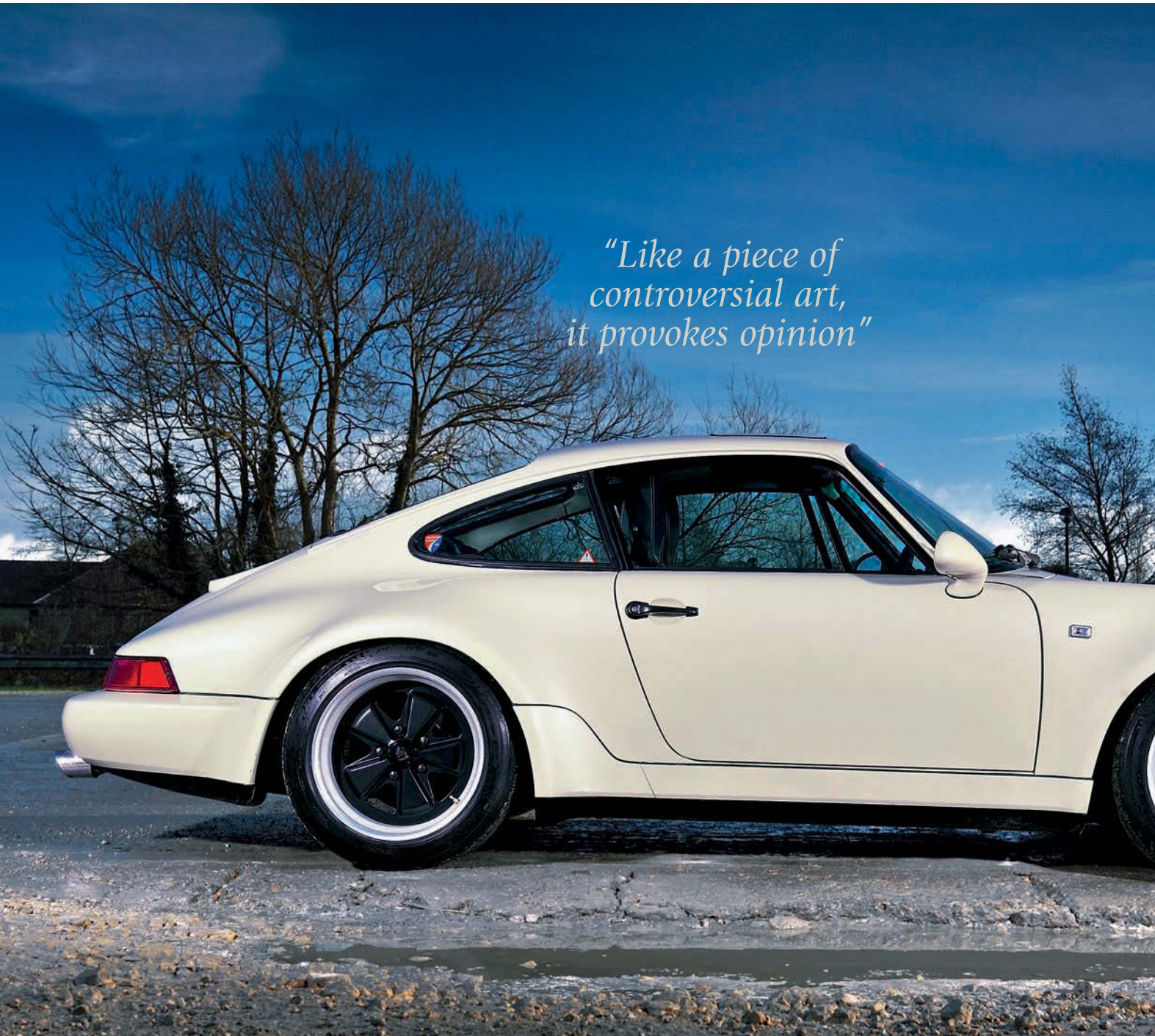


subscriber Richard Gill has done with his 964 C2, perhaps? It may not be to everyone's taste but there's certainly no other 964 like it, and when you start to learn how much work has gone into it, the doubters among you may have a little more appreciation for what he's created.

Like most car enthusiasts, Richard's passion was ignited from an early age, passed down by his father – who incidentally is now a Porsche convert and owns a 997 C4S Convertible. Two weeks after his 17th birthday, having passed his driving test first time, Richard already had a car (1986 Mini Mayfair) waiting for him – bought when he was 16 with the money he had earned stacking shelves. Frustratingly, he had to wait another year until he could get behind the wheel as he was residing in Germany at this point where the law is different to that of the UK.

Fast-forward 16 years and Richard was finally able to buy the car of his dreams, as he explains: "I've been interested in Porsche for as long as I can remember. One of my earliest memories of the marque was whilst I was on a school bus and being mesmerised by the rear spoiler on a 964 moving up and down automatically. At a time when cars were quite angular and wedge-shaped, here was a timeless design. There was also no denying the aspirational and prestige element to a 911. I knew then, the day I owned a Porsche would be the day I had made it."





"Like a piece of controversial art, it provokes opinion"

Richard's ambition was to have a 911 by the time he was 30. He missed the target by four years but he tells us it was worth the wait. Without question it had to be a 964 and although a Targa wasn't his first choice with Coupés fetching up to £20,000 he was still a very happy man. "I had never driven one before and I was amazed at how modern it felt. I couldn't stop smiling. I had finally driven my hero and I wasn't disappointed," he confessed.

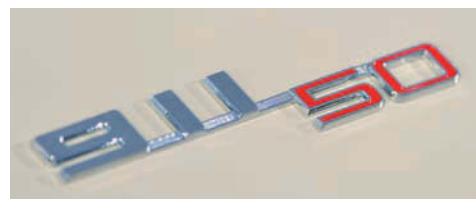
With his business doing well, it wasn't long before Richard could trade it in for the 911 he actually wanted and with the Targa sold – to none other than Judo hero Chris Sherrington – he scoured the internet for his next project on a nightly basis. He eventually came across the 1990

model you see now, albeit in totally original condition, minus cup mirrors and an upgraded stereo. As the previous owner hadn't used it much over the past ten years it was a little tired in places but, more importantly, it was rust-free.

Richard tells us he has always tinkered with his cars, adding personal touches here and there, and after discovering how easy his first 964 was to work on it was inevitable that the Coupé would be personalised in some way or other. Although, by his own admission, he'd never tackled anything to this extent before.

Prior to coming up with the idea of paying homage to the 50 Years Edition, a major influence in the rebuilding of this car was Singer's 911s. Not being able to afford the £300,000 asking price

Richard set about researching the possibility of having a similar one built on a more realistic budget, which is when he came across 911 Retro Works, near Huddersfield. After meeting the owner Rick Findlow and seeing some of his past projects Richard was stunned by the quality of their work and knew instantly that these were the guys for the job. "My original intention was to make the 964 more retro looking. However, as time went on I became more and more reluctant to lose the original looks, so I had to come up with another plan. That's when I came up with the idea of using the 991 limited edition as inspiration. It would also allow me to incorporate some of the best bits of the 911 over the last 50 years to create my ultimate 911."



Being a bit handy with Photoshop, Richard's first task was to simulate different designs and colour schemes. His first choice was Graphite grey but after working his digital magic again, he realised that there was really only one paint colour that would suit it perfectly: the retro eggshell hue Geyser grey. We agree with Richard that it suits the car's shape perfectly.

With a clear idea of how he wanted the 964 to look, and knowing he wanted to stay as true to the model as possible, he then spent a lot of time researching online. Fortunately Richard found a company in Germany that specialised in new Porsche parts so he had the Turbo front and rear wings and bumpers, together with RS brake ducts, shipped over to Retro Works. The '911 50'

badges that are placed on the rear of the 991's, engine, glovebox and steering wheel weren't about to be handed over by Porsche GB, so Richard sourced these from Porsche Germany and Porsche Israel.

When it came to retiming the cabin, Rick recommended SG Styling in Leeds, whom he worked very closely with. Although there was nothing wrong with the 964 front seats, Richard loved the look at those in the 997 Sport Classic, and whilst it was a bit of a gamble as to whether they'd look out of place, with just a few modifications they were a great fit and suited the theme of the car nicely. The colour choice was a no-brainer, the brown Connolly leather coordinating with the other retro touches, the

original Smiths rally clocks and the odd Singer influence such as the Momo Prototipo steering wheel and 365 carpet. The devil is in the details.

The wheels were sourced from a company in Canada who also supply Singer. They are, as you'd expect, in-keeping with the theme of the styling. The 17-inch forged aluminium three-piece wheels are very much in style of the iconic Fuchs and are also extremely strong and lightweight. More importantly they have the deep-dish on the rears which Richard so desperately wanted, and whilst it was an additional cost, the satin black centres and anodised lips work in perfect harmony with the rest of the project.

Due to the fact that most of car was either being restored or modified, it only seemed right

to have the top-end rebuilt. As it turned out the engine was in really good order but he had it done anyway for added peace of mind, including new piston rings and a complete gasket set. At the same time he took the opportunity to replace some of the rusty tinware that fits just above the covers. For those that don't know, the tinware has a dual role of shielding the engine from exhaust heat and is vital for directing the airflow produced by the cooling fan.

He also upgraded to a RS Lightweight single-mass flywheel and clutch conversion package to

replace the heavy and unreliable dual-mass setup, reducing the rotational inertia of the crankshaft assembly and providing a quicker throttle response. In a nutshell, Richard's lighter parts mean he has faster pick up out of turns. The only downside is the associated occasional stalling these parts cause but a new chip is on order, which should boost performance a little and stop the problem.

Eibach springs have been fitted to reduce body roll and to maintain better contact with the road whilst cornering and, combined with

the Koni FSD dampers, offer the perfect compromise between ride and comfort. In addition, a DesignTek strut brace reduces the overall twisting of the body when driving on tight and curving roads.

Drilled brake discs help dissipate heat, preventing warping and extending the life of the discs. Durability and cooling are not the main benefits, though; the upgraded EBC discs and pads also mean that stopping distances have reduced and, combined with all of the aforementioned engine and transmission mods, have really helped to enhance the driving experience.

Astonishingly this project has taken just six months and Richard's only just got the car back; we're very proud to be the first to reveal it to the world. Richard is anticipating that the colour combination may divide opinion. Indeed, if he was told before the project begun that he would have a grey (read beige) car with a brown interior he would never have believed it! "I like the fact it may cause a debate, like a piece of controversial art, it provokes opinion," says Richard. "I couldn't be more pleased with the finished article; everyone who's worked on the project has been fantastic and exceeded all my expectations. I would like to think that if Porsche built a 50th Anniversary 964 from scratch this would come close to what it would produce."

And we're inclined to agree. So what's next? Well, he quite likes the idea of creating his own version of a 964 Speedster based on a convertible and he's already created a mock-up in Photoshop. This is an addiction that's quickly taken hold... ○



964 50th


ENGINE: 3.6-litre flat-six, full rebuild including new piston rings, complete gasket set and tinware, K&N air filter, Fabspeed twin exit stainless exhaust, RS clutch and flywheel

CHASSIS: 9x17" (front) and 11x17" forged aluminium Fuchs-style wheels with satin black centres and anodised lips, Eibach springs, Koni FSD dampers and DesignTek alloy strut brace (retrimmed in brown Connolly leather), EBC drilled brake discs and pads, red brake callipers


EXTERIOR: Wide-body conversion using 964 Turbo front and rear arches and bumpers, RS front brake ducts, Xenon headlights, clear lens set, rear reflector with fogs and rear light units, '911 50' badges on rear, full respray in Geyser grey

INTERIOR: Full retrim in Connolly leather – brown with contrasting cream stitching and suede headlining, 997 Sport Classic seats, full carpet set, Momo Prototipo steering wheel, Rennlist door handles, Smiths vintage rally clocks, '911 50' badges, Blaupunkt Toronto head unit with upgraded speakers all-round






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Answers to the question, 'what is the best car Porsche currently makes?' are probably as numerous as the amount of people you could ask; it's the kind of question every petrolhead would have their own specific answer to. And whilst it'd be easy to say GT3, or Turbo S, it'd be hard to argue that – taking everyday usability and price into account – the Boxster S presents a pretty strong case for itself. For here you'll find a sublime chassis, ample power from a butter smooth and aurally invigorating flat-six, and a delicious manual gearshift in a package that's compact and supple enough for threading down UK B-roads or trundling through town centres. All of this, and a roof that gives swift and airy access to the 1500 hours of sunshine we receive every year. Like a perfectly honed


Michelin star meal, Porsche's engineering team seem to have picked out the very best ingredients they could, and served them up in a perfectly balanced package that leaves no room for improvement. Like its Cayman brother the Boxster has duly swept all before it – whilst reaffirming the belief for many that mounting a flat-six ahead of the rear wheels, rather than aft, is the optimum location for dynamic excellence. Altering the recipe might just ruin the dish...

And yet here's just a hint of the feeling that the very honed excellence which places the Boxster so high in the regard of magazine types and buyers alike is precisely what counts against it for some. Sometimes it'd be nice to see just a little more brio, character, pizzazz – call it what you like – bubbling to the surface of the driving experience, and in the Boxster every rough edge has been honed to the nth degree to deliver a sports car

which pretty much defines the term 'rounded'.

So whilst there's no denying the dynamic foundations are exemplary, perhaps there is room for a little aftermarket tweakery to inject a bit of colour into the Boxster's character, and whilst your local OPC will be very happy to indulge you in its extensive options list, there's still a sense of measured conservatism. Most of us would be thrilled at the prospect of a nicely optioned Boxster S on the drive but for those who want something a little bit more 'individual' we'd suggest taking a look at this beautifully honed package from TechArt.

Looks good, doesn't it? As befits any demonstrator, 'our' car has had every item TechArt offers thrown at it, and the overall effect is to take the Boxster's well-proportioned elegance and move it into an altogether more aggressive dimension; now we have a Boxster



TechArt Boxster

TechArt tends to know what it's doing with sweetening Porsche cars. This is its take on the already fantastic Boxster S...

Story and photography: Steve Hall



Interior accents abound: TechArt's additions feature everywhere, reminding occupants that this is no ordinary Boxster S

that really looks like it means business and sounds like it, too; we'll come back that...

Visually, there's quite a lot going on, so your attention naturally jumps around whilst you take in all of the alterations TechArt has wrought in the name of individuality. The racy, ground-hugging stance imbued by the combined effect of the rear diffuser add-on, two-part front spoiler with integrated splitter and central intake, and lower ride courtesy of the sport spring kit gels well, and the rear spoiler is perfectly sized to enhance the aesthetic rather than, well, spoil it. Sitting on a gorgeous set of 21" 'Formula III' forged alloys in gloss black with grey outer rim, the TechArt Boxster S hits its visual target with acuity. Up close you notice several detail changes which really add to the effect: trim slats in the air intakes, new mirror covers, red painted callipers and matt black sport tailpipes combine to create a compelling look. The outstanding finish is notable, too; there's nothing here that wouldn't pass for Porsche standards of quality. Although when it comes to TechArt, one of the few tuners recognised by German authorities as a registered vehicle manufacturer, you'd expect nothing less. It looks even better on the move, when that sporting stance just looks so 'right' whether attacking apex or autobahn.

It's on the move that the TechArt Boxster's

other fundamental shift in character comes to the fore: this Boxster S is now properly, addictively loud when you bury the right pedal and keep it there. The valve-controlled system (operated via the sport exhaust button, as normal) is all smoothness and light around town with just a hint of added timbre from the rear, but with sport mode engaged and an open road ahead comes the chance to hear the real voice of that 3.4-litre flat-six; predictably, it sounds sensational. Our test car elicited a brief boomy period around 2000rpm before smoothing out into a barrel-chested, flat-six blare through the mid-range, building to an exotic racer scream before the next tug of the right-hand paddle fired us back into the meat of the torque curve. Downshifts deliver similarly grin-inducing aural satisfaction. Roof down, using nothing more sophisticated than the human ear, it seems a good 30-40% louder than a standard Boxster, which might be a problem if the noise grated – but when it sounds this good... However, this is not a car to slip by incognito.

With no engine tweaks to speak of TechArt doesn't claim any more power and with the PDK-equipped Boxster S delivering 0-60mph in 4.9secs and 172mph performance is fine, only the rangy gearing (second is good for over 75mph) robbing it of urgency – a shorter diff ratio would be a



Left: 21-inch forged alloys are lighter as well as larger than any wheels offered by the factory

useful offering. Either way, a glance at the speedo usually confirms you're travelling plenty quick enough and the flat-six's extra decibels tend to magnify your velocity anyway.

A quick lunch stop punctuates our afternoon, and allows for a quick anecdotal assessment of the TechArt Boxster's visual kudos. We're supping coffee in a small German town close to Porsche's Weissach tech centre (TechArt is based in Leonberg, just 12km away) and whilst the locals are probably more familiar than most with the latest Porsche offerings, our spiced-up Boxster still gathers plenty of admiring and curious glances. Coffee cups emptied, we head towards Weissach in search of some of the excellent roads the Porsche test-drivers frequent on a daily basis, and a chance to explore the effect of the TechArt chassis tweaks.

Our spec sheet indicates just two options which influence dynamic behaviour: the sport spring kit brings the nose 30mm and rear 20mm closer to the ground with a commensurate increase in spring rate; whilst Formula III forged alloys deliver lower unsprung mass along with a larger footprint (245/30/21 front and 265/30/21 rear). Changes discernible behind the wheel are incremental rather than evolutionary but we attack the roads in the name of journalistic research anyway. Besides, a Boxster is always a joyous tool to dissect a good

*That sporting stance just looks
so right whether attacking
apex or autobahn*





road in, no matter which guise it comes in; the deliciously balanced poise that so defines the mid-engined Porsche driving experience goading you into pushing whenever possible. Linking a series of high speed curves suggests a touch more vertical control, whilst attacking the well-sighted second gear curves our route throws up demonstrates immense lateral purchase – it takes a particularly prolonged stab of throttle to indulge in any rear biased slip angle, instinctively controlled by the well weighted and accurate steering. All the usual Boxster S qualities are present and correct then, leaving you with a slightly sharper, significantly louder, and undoubtedly more eye-catching Boxster.

On the inside, TechArt has gone to town – our options list runs to 15 individually priced items, from aluminium sport pedals to painted

dashboard rings. The overall effect is marked, making the interior of the TechArt Boxster feel like a really special place to be. Interior makeovers represent a substantial part of the TechArt business these days and it's not hard to see why, with every surface of our Boxster treated to a beautifully finished combination of Alcantara, colour-coded trim or leather, and hand-sewn white stitching. Red highlights abound, with everything from the clock faces to door handles and gear selector dressed with eye-catching inserts. Naturally, you can order your Boxster trimmed in any combination of colours your imagination – and taste – desires, so if red is bit too much perhaps a more traditional Porsche colour would suit? Black/Viper green sounds good to me...

As with the exterior, quality is exemplary and after a visit to the trim shop it's not hard to see

why – every piece is hand-crafted by artisans in a labour-intensive fashion befitting a high-end couture outlet. It's not just the aesthetics that receive a boost either as there is real tactile delight in here. The Alcantara surfacing is pleasing to touch and the steering wheel (so easily overdone) is lovely to behold, being just the right size without overdoing thickness.

After a day with the TechArt Boxster it's easy to see why you'd be tempted by this route to personalising your drop-top Porsche; it offers much more than Porsche's own options list (that exhaust would never leave the testbed) whilst offering true hand-made quality and zero compromise to the excellence that makes the Boxster such an alluring prospect. The recipe may have changed a little, but the taste is just as good as it always was ○

TechArt's additions don't spoil the Boxster S driving experience, rather they improve upon it



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gt porsche retrospective

ONE
YEAR
AGO
APRIL
2014



We were formerly introduced to a new friend 12 months ago, the new Macan SUV. Regular scribbler Andrew Frankel got to grips with the full Macan range looking at whether or not it was a 'real' Porsche or an elaborate marketing exercise, finding: "You'd not call it agile, but it is deft, fluent and on the right road, genuinely good fun to drive. It is the most desirable and enjoyable car in its class."

We also looked at what kind of Porsche was available to those with a budget of £40,000. The answer? The Cayman R, 996 Turbo S, 930, 993 Carrera and the 996 GT3. We said: "A 930 should make a great investment and, to many people, is the definitive 911 in terms of its looks."

FIVE
YEARS
AGO
APRIL
2010



Andrew Frankel drove the most extreme 911 to-date at the time: the 997 GT3 RS. Frankel was blown away by the nature of the car, likening it to the time he drove a pre-production McLaren F1. He said: "Until now, in my opinion, the three finest 911s ever built are the '73 RS, the 993 RS and the current GT3." High praise indeed! He concluded: "The GT3 RS is as Porenuniger promised, and almost a breed apart."

We also looked into the new Cayenne Hybrid, and examined the 911 GT3 R Hybrid race car; just what did these two powertrains point to for the future of Porsche propulsion? Today hybrids are commonplace, but five years ago this kind of engineering was somewhat pioneering.

TEN
YEARS
AGO
APRIL
2005



A decade ago we got behind the wheel of the rarest and quickest 933 of them all, the Turbo S, to ask: Is it the ultimate air-cooled 911? We found: "If you're after the biggest thrill, you need to look in the direction of the RS or GT badges." But concluded: "If you are an air-cooled 911 addict, the Porsche experience simply doesn't get much more intense than this."

In his monthly column, Chris Harris looked into the naming conventions of Porsches, which was pretty apt at the time with news that the new Boxster convertible was set to be named 'Cayman'. Harris also analysed the enduring nature of the 911 moniker, and how it had survived 40 years of evolution.



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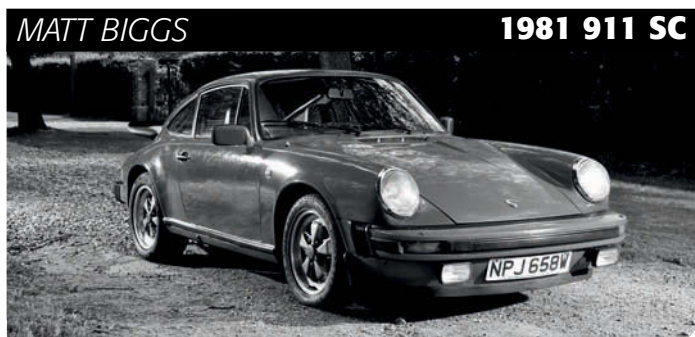
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MATT BIGGS

1981 911 SC

The SC is tatty but it was exceedingly cheap for an air-cooled 911 so Matt couldn't resist. Still learning the ways of the 911, Matt's still not sure how to drive the car properly but it looks and sounds fantastic and was great fun on its first track outing – he's looking forward to more.

[twitter](#) @PawnSacrifice



MARTIN SPAIN

2002 996 TURBO

After an extensive search for the perfect 997 Carrera 2S, Martin was "seduced by the boost" and ended up with a 996 Turbo. Purchased in April 2014 as a weekend and occasional track day car. Other than the outrageous performance, it is the famous Turbo script on the rear that keeps him coming back for more.

[twitter](#) @MartinSpain

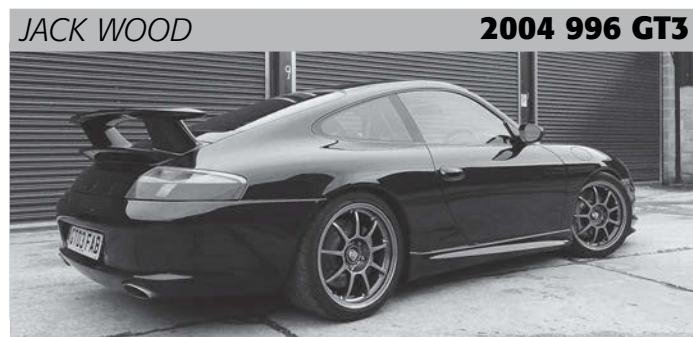


JACK WOOD

2010 997 GT3

Purchased in November 2014 the GT3 was something of an impulse buy. The Meteor grey Carrera 2 started life as a demonstrator at Swindon Porsche and is fully-loaded with extras. So far it is living up to the hype and has been a pleasure to use.

[twitter](#) @Jackwood



JACK WOOD

2004 996 GT3

Bought in April 2012 from a highly reputable Porsche specialist it was pressed into immediate service as a combined daily driver and track car. Now a third car, the GT3 has been completely resprayed with the latest self-healing paint protection film by PaintShield and mechanically overhauled. It's in pristine condition.

[twitter](#) @Jackwood



MATT BIGGS

1986 924 S

A project bought unseen for £400 as a non-runner. Replacement engine, SPAX coilovers and 968 ARBs, a home-made quicker steering conversion and race seats already fitted. Plenty of track days, a rally in France and trip to Le Mans to see Porsche's return all under its belt.

[twitter](#) @PawnSacrifice



ROB RICHARDSON

1978 911 SC

Rob's an old hand when it comes to tinkering with classic cars, and has even owned and modified a 924 in his time. Having hankered after a classic 911 he's finally tracked down his perfect project. Expect to see this '78 911 SC being given the 'Richardson touch' over the coming months...

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Rob has finally tracked down a 911 to call his own. Now the project begins

1978 911 SC



This month I'm Felix Baumgartner. I've jumped. The free-fall into

Porsche 911 ownership has begun and it started with a text message from editor Simon...

I regularly share links back and forth with Simon from all the usual sources and this was no different: a link came my way, but this time it was for a '78 SC. I was immediately in love: it sat right and the spec sheet read like a top-ten of the best things you can do to an SC. It gets better. It was only 15 miles away so I immediately arranged a viewing for New Year's Eve! The car



was on sale through SVP Porsche (Specialist Vehicle Preparations) and was the personal car of owner Dom Drayson. As a first-time 911 owner this filled me with confidence. After two sleepless nights due to excitement/anticipation/reconciling spending the garage extension and wedding fund, I headed over to SVP to see the car. It's always a great moment when you see a car for storage, I even had a full cover-off reveal. It was about this point I'd bought it but thought I'd better hold my cards and exercise at least some modicum of car-buyer due diligence. Dom talked me through the car openly as well as let me

test-drive it on site; it was a refreshingly laid-back sale with no push, though to be fair the phone had been ringing off the hook for it, so he wasn't going to struggle to sell it. The car was in great condition and ready to use and enjoy as it was although there was still plenty for me to do to it, giving scope to make it my own, which was ideal. We agreed the numbers and a timescale for Dom to put a fresh MoT on it as well as a service and couple of other bits to ensure I was 100% happy with the car and the deal was done.

Two weeks later the car was delivered to my door (in spectacular SVP-liveried race-shuttle style) ready to

go. It's at this point you'd think I'd have jumped in it and taken it for a drive... no such luck. The morning it was delivered it was snowing and the ground was white; not ideal conditions for my first SC experience, so it was rolled into the garage and put on axle stands. It's already a project, but more on that in a later instalment.

So, what have I bought? Well, it's a 1978 SC, so a first year production car. I like that as it carries some of the earlier touches that were phased out with the 3.2. It was also technically the 'first of the last' if the 911 was to have ceased as was planned. Not quite the same as a '72 with external oil filler but

my own slice of 911 folklore all the same. Having been in Dom's hands it had received some really choice upgrades from other models as well as the SVP catalogue. Highlights are SVP's own lightweight bumpers, 15-inch by seven- and eight-inch Fuchs wheels, Bilstein dampers, new brakes all-round and the 3.0 must-have SSIs. Plans thus far are an interior revamp with some period seats and steering wheel, some mechanical fine-tuning and detailing of the rest of it; a great opportunity to really get to know the car and ensure it's ready for a European adventure! I can't wait to get stuck in.

Rob Richardson



Matt has been fitting his new exhaust (at last) and upsetting folk in 4x4s...



1986 924 S



I ended last month complaining about the lack of exhaust delivery. Well, long overdue, it arrived. Even in the packaging the stainless back and centre sections felt a lot lighter than I remember the stock system being. The steel exhaust is far stronger, though, the Dansk system arrived with a small dent in the muffler, probably a transit issue, but given the time it took to get the original, and the fact it was only cosmetic, I wasn't about to start demanding a replacement. The rear section is a like for like replacement: unbolt and drop the original and pop on the new one. The sealing ring just needs removing from the original exhaust and putting in the new one. The front Dansk section isn't a direct swap, sadly. It has a tapered pipe which attaches to the downpipe, whereas the original setup bolts on at both ends. It meant that the downpipe to the mid-section needed cutting.

Putting the car as high up as possible on the axle stands I got underneath and measured out where I needed to cut off the original centre section downpipe to fit the Dansk system. With no instructions I examined the new part and surmised that it would fit in the tapered section. A good tip, if you are having to carry out this sort of work in the winter, cardboard or old carpet, new if you're feeling flush,

on the garage floor really makes laying down far more palatable, if still some way from being pleasant. Cardboard is good for standing on, too. When I eventually cut through the old exhaust I did a test fit on the new one and found it to be far too large, I should have cut much closer to the original box as the pipe seemed to fit beyond the tapered section. To the computer!

I bought a downpipe from a later 944. It's available as just the downpipe and the sleeve fits over the top of the also cut centre box. The 944 section was slightly wider, too, which helped, but it still wasn't what I would class as a snug fit. Off to Marparts in Caversham where the guys there kitted me out with a exhaust sealing gum, putty type thing and a bracket to tighten everything up. I do love the smaller parts suppliers that keep all the little day to day bits and know what to use them for. About a week after I originally started the job I had the full system fitted. I had been warned by a friend that the Dansk system was noisier than the original, especially when new, so I drove the car gently away from my house (neighbours) and down to the local petrol station where I kept the engine running while I checked my tyres. This allowed the system to heat up and set and seal everything between the pipes. Also, getting the engine up to working temperature meant I could run it up

the rev range on the way home. Even when warmed it was super loud, all the way from tickover to the redline.

A couple of weeks and 200 miles or so later and the system is starting to quieten down. Up to about 2500rpm it really isn't any noisier than the standard system. Beyond 3000rpm it is still noisy. Last September I was helping out at the Mission Motorsport Invitational Trophy. I was relieved of my post long enough to allow me to get a session on track, as a passenger, in a Lotus Cortina in proper race car trim. The car left the pit and accelerated with a cacophony that gave me goosebumps; how on earth could a four-cylinder engine sound that good? The 924 is a four-pot and I couldn't imagine ever getting anything like the noise of the Lotus Corina out of it. It wasn't fair.

Now that the Dansk system is coking up and settling in it seems to have hit a sweet spot. Under full throttle in second, as the needle sweeps past 2500rpm, the ensuing noise takes me back to the Mission Motorsport day at Goodwood. Not quite as sweet but I am pretty impressed, so far. I change up a little before the redline. As the clutch releases the load on the engine there seems to be a little gasp and engaging third and getting back on the throttle draws out a slight misfire before the crescendo begins again. To further

enhance the experience the winter tyres proffer a slide at the rear, yes, even from 150bhp!

Last week I needed to head out first thing. There was some snow on the ground, even along the main road, but nothing, I thought, that a little sensible driving wouldn't have managed on normal tyres. The return journey suggested that I was wrong. Not far from home a queue of stop/start traffic suggested an accident. I later found out there had been several – one caused by a recovery vehicle. It caused me to peel off and take to the back lanes. These narrow and, in places, rather steep roads were clear of traffic, and were a sheet of white, which was nothing to the Avon winters. Not that I couldn't provoke the back of the car at junctions... I mean, sorry, it got away from me a little at junctions. I must stress I was very much alone at those points. I passed an old chap in a Defender 90. He looked slightly respectful and perhaps a little incredulous as the low-slung Porsche burred up the snow covered roads. I later encountered a chap in a Discovery. He appeared slightly dejected. I feel he had seen the sprinkling of snow as his moment of 4x4 glory, forging his way through the arctic conditions alone... aside from this scrappy little red 924 S that clearly had no regard for the countryside hierarchy.

Matt Biggs



2002 996 TURBO



The scariest moment in car ownership for me is when I take the car to a garage for its first service in my care. No matter how carefully I chose the car, no matter how much research I did beforehand and no matter how clean the pre-purchase inspection report was, the first time the experts get it up on the ramps and take a look makes me nervous.

I'm always concerned that despite my diligence during the purchasing

process, some subtle issue that will prove terrifyingly expensive to fix slipped through unnoticed or, worse still, I've managed to rip some vital part off the underside of the engine or chassis and continued to drive the car, blithely unaware of the horrors that lie undiscovered underneath.

With this in mind, I nervously booked MVC in to RPM Technik for a 12k service last month. I've only done 4000 miles in the car since last April but I was keen to get fresh oil in the engine and have RPM's experts go over the car for

a general health check. The Turbo has been looked after by both of the Porsche specialists in my area in the past – the aforementioned RPM Technik and JZM Porsche in King Langley. JZM looked after my old 986 Boxster Anniversary that graced these pages a few years ago and did a fantastic job, but this time around I decided to take the car to RPM, mostly because the thick folder of invoices and paperwork for MVC has a number of receipts from RPM for work carried out, and so it already had the car's history on file.

I dropped the car off on a bright and frosty Monday morning and collected my hire car for the day, a misery-spec Seat Ibiza that had clearly seen some very hard miles. It's fashionable to give the 996 interior a hard time, but jumping from the Turbo into the Ibiza with its scratchy cheap plastic and itchy cloth trim left me thinking that the 14-year-old seats and swoopy interior styling weren't actually that bad! I drove home with my fingers crossed for a clean bill of health and waited for the call from RPM's mechanics.



The recent cold snap has relegated Martin's 996 Turbo to the driveway, apart from a trip to RPM Technik



Thankfully, my fears were unfounded and the Turbo passed with flying colours. There were no horrible surprises lurking, and the only things RPM mentioned were issues I was already aware of, like a tiny car park dent on the rear flank and the paint bubbling on the rear alloys. As well as carrying out the standard 12k service, the staff at RPM replaced a leaky sump seal ring and I picked up the car the same afternoon, freshly washed. The bill came to a very reasonable £291, which was significantly less than my local OPC

quoted me for the same service.

While I was collecting the car, I mentioned that I was looking for advice on brake upgrades, and RPM's first suggestion was to upgrade to Performance Friction pads and DOT 5.1 brake fluid. The more costly route is an upgrade to six-pot calipers and 350mm discs on the front of the car, which would bring the braking system on a par with that fitted to the 996 GT3 Mk2 and 997 Turbo. Much as my wallet would prefer a cost-effective solution, I can't help but lust after the

full-house upgrade! RPM promised that its mechanic who worked on the well-known CSR 996 will be in touch and I'll report back with his suggestions in a future report.

Getting the Turbo serviced was the first item in my 'to do' list for the car this year. The next immediate item is to get the wheels refurbished. According to my paperwork they've been done via an OPC before now but the results haven't been particularly good, as evidenced by the bubbling finish on the rears. The two most

recommended wheel refurbishers are Exel Wheels and Lepsons, so I'll be getting a quote from both, but if anyone has any further recommendations, please get in touch.

Apart from driving the car to and from its service, the recent frost and snow has meant MVC has sat on my driveway more than normal this month. Fortunately the track day season is coming up and I'm looking forward to blowing out the cobwebs and stretching the Turbo's legs.

Martin Spain

long-term fleet

1981 911 SC



The car that everyone seems to love is again being neglected. Aside

from a week where I managed to disable the 924 S, the 911 hasn't seen too much use. Thankfully in that week I had a chance to get out for a proper play, the first since fitting the new inner track rod ends and getting the alignment done.

The improvement at low speeds is marked, the clunking when turning at full lock has been completely removed. It is a small change but the car does feel far more polished than it did before. I remember this with the 924

S, each incremental change adding up to the car driving so much better. And there is plenty more to be done on the blue car.

At speed the refreshed track rod ends are harder to notice. In fact, I am not sure that I would be able to say exactly how pronounced the improvement is without driving the car back to back, which I obviously can't. However I am fairly certain that the stability has been improved, particularly as the speed climbs or the road surface becomes less even, which around here, is more common than not, sadly. I am still something of a rear-engined luddite but from the taste

I've had of it so far, I absolutely want more. If all 911s are like this, many probably better than my example, then I can see why the fundamental design has been retained for so many years. Driving, I can't really give it my all just yet as I need to be confident that the car's fully up to scratch and, even in the condition the SC's in at the moment, I would be distraught if something happened to it due to too much vigor on my part.

My battery woes continue. I wanted to give the car a run out the other day, up to Bletchley Park, but when I turned the key, nothing happened. That's after not having used it for about two weeks.

It seems that the batteries are okay though. I was given a spare with the car but I am not sure if it is the right spec. When I get some time away from fixing up the house I will hook a trickle charger up in the garage. The alternative is to keep the 911 in daily use but with the recent ice, snow and crud on the roads that's not really an option that I relish. If you look at the photos for the 924 S this month (page 104-105) I cannot imagine that many of you would have ventured out in an old 911 on summer tyres in those conditions.

Today, though, was a stunning day, not exactly hot but the sun was out and clear skies... and I managed to get the



SC started, which was a good thing as I needed to get out to grab a few shots for the magazine. I don't think it parked in the garage would be too flattering, at least while it's not up in the air for my usual ham-fisted shenanigans.

Having not used the car for a while, in the dry (it seems like a lot longer than it has actually has been) even just firing the engine up felt like a real occasion. Letting the engine run for a little while before setting off allowed it to warm, just a little, and level off at the chunter we all know and love. With plenty of chores to be getting on with I wasn't going to have long in the car but it had me smiling in no time. I

have been lucky enough to drive some great cars over the years, but there isn't anything that quite has the same effect as the old air-cooled Porsche; on some level that may just be because this icon is actually mine.

A factor that time away from the car does bring into perspective is the speed. Driving it every day and the engine seems very topky, which it is, but having not driven it for some time I appreciated just how well it picked up speed, even from mid-rpms, easing past slower cars and hitting the legal speed limits far sooner than I expected. Actually, thinking about it, that is where there is a demonstrable

improvement in the steering: when accelerating hard the back digs in and the nose lifts just a little, and the steering is far more controlled.

Every time I stopped to take photos, and this was out in the sticks, the occasional passerby took time to admire the car. At one spot an old chap, out on his Sunday constitutional stopped to ask a few questions, which happens a lot, and while my knowledge of the old 911s is not encyclopedic, he did leave thanking me for my time and saying he'd learned a thing or two. I hope whatever I said was correct! Having stood about chatting for a long time

the oil was well up to temperature so I felt I could let the rev counter loose on the last of the clear sections on the way back home again. It's so infectious I didn't want to stop but, alas, common sense prevailed and I went back to resume my house works. I eased the car into the garage and killed the engine; hopefully it will start again on the next attempt. As I took a final look in the garage at the rear and, let's face it, that somewhat ungainly rubber rear spoiler, I was content. I have not owned anything, I don't think, that can change my mood for the better in quite the same way that this car does.

Matt Biggs





2010 997 GT3



Well, this TPC Racing DSC PASM control module is very intriguing. I'm

not sure I've ever encountered such a simple-to-install upgrade that has made such a profound difference to a car. And I appear not to be alone in this finding. A *GTPorsche* reader contacted me for some info on the module and then went ahead and purchased one from TPC. The process was painless and delivery impressively fast. He, as I had been, was impressed by both the added suppleness that the system delivers, yet also equally dumbfounded by how the car instantly feels sharper, delivers less understeer, and resists pitch and yaw in braking and cornering. It really is all a bit spooky. The reader lives out east and has benefited from better weather than I have, enabling him to really push the car and has nothing but praise for the unit. As for me, I can't wait to get the car on track to see if it still feels as well resolved. But all signs so far point

to it being more than capable of living up to its claims.

That can also be said for another item that I've bolted onto the car in the last few weeks. I'd mentioned a while back that the 997.2 Porsche Sports Exhaust (PSE) had come in for some criticism for being far too quiet, even when switched into 'noisy' mode. After a month of living with the car I came to the same conclusion. After having daily exposure to two of the most aurally exciting cars in the world (the GT3 and a V8 AMG product) the GT3 always sounded a little, er, languid. A trawl of the usual websites turned up a viable solution. SharkWerks, owned and run by a fellow Brit over in sunny California, produces a 'bypass' system that most owners claim turns their mild-mannered PSE-equipped 997.2s into rabid GT3-esque wannabes.

So what does the modification entail? Well, the standard 997.2 system basically comprises a pair of manifolds and cats, one off each cylinder bank, that's then feed into a

single central silencer unit. At this point the feed from each bank does a U-turn, feeding back out of the centre muffler into the kidney-shaped silencer that sit behind each wheel, and from there out to the tips. In the GT3 and other 997.2s with the PSE option there are vacuum operated flaps on each of the kidney mufflers that open and close to make the system louder and quieter by diverting more or less exhaust gas through the silencer element.

The SharkWerks bypass pipes basically replace the initial central muffler. It removes the tight U-turn inside that central muffler by allowing the exhaust gasses to cross over from one side of the exhaust system to the other. It provides a smoother path for the exhaust gasses from the cats to the kidney mufflers and, in the process, removes a layer of silencing from the standard exhaust system. Importantly for some, installing the bypass pipes on a car fitted with a PSE means that the car still retains its switchable exhaust

feature, albeit the open and closed levels have both shifted up the decibel range.

Luckily I didn't need to order a system from the USA as Chris at ABP Motorsport (01270 567177), a fellow GT3 owner, has been carrying them for the last few months after fitting one to his own car. For £699 (including VAT) it's a bit of a bargain in Porsche terms and the quality of the fit and finish on the stainless steel fabrication is absolutely top-notch. The SharkWerks logo and serial number laser cut into one of the brackets is a really nice touch. A full set of instructions and most hardware needed to complete the install included in the excellent packaging were really nice to see, too.

I spent a morning with Mike at Sports and Classic in his new workshop at Monks Heath just outside Alderley Edge and watched and held tools while he installed the pipes onto the car. Being one of the older and higher mileage 997 GT3s around, the condition of the existing exhaust



Jack has invested in a new SharkWerks exhaust for the 997



system was, as to be expected, poor with corroded flange nuts and bolts where the centre silencer meets the cats. These needed to be heated up and chiselled off. A bit of a pain and by far the most time-consuming aspect of the install. I would expect that newer or lower-mileage car would not have such corroded nuts making the install far easier. Luckily the sliding sleeves that join the centre muffler to the outer kidney mufflers were in far better condition and came away very easily. Total installation time was one-hour, 35 minutes.

With the new exhaust on it sounds completely different. In a good way. In its quiet mode, as others have reported, it is marginally louder. With the exhaust switched on it is very noticeable. Driving between buildings or through tunnels and underpasses you can instantly tell the difference, with the noise bouncing off the walls around you.

I've done a few hundred miles in it since the install and can confirm that there is no drone at all at any revs.

Just a really well-judged increase in aural output, a wonderful snarl at 4000rpm that is best savoured on part throttle and, as was claimed, a very GT3-sounding racket between 6500-7500rpm. It really has transformed the way the car sounds.

Unfortunately since it was fitted I have noticed that the 'noise' button has become slightly less effective than it was. A quick poke around the rear has highlighted that one of the vacuum flaps on one side of the exhaust isn't working. It's stuck in loud mode. Not wanting to drive around with one open and once closed and possibly introduce some kind of pressure imbalance between the cylinder banks I've decided to disconnect the vacuum switch altogether until I can get the questionable flap inspected. That means that for the time being the exhaust system is stuck in full on, wide open, loud mode. Oh what a shame. This is one fault I'm certainly in no rush to get looked at.

Jack Wood

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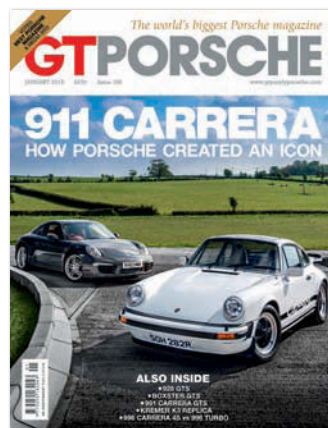
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981 Cayman

Prices are holding strong for Porsche's latest incarnation of the Cayman, and no wonder – it's a superb machine.

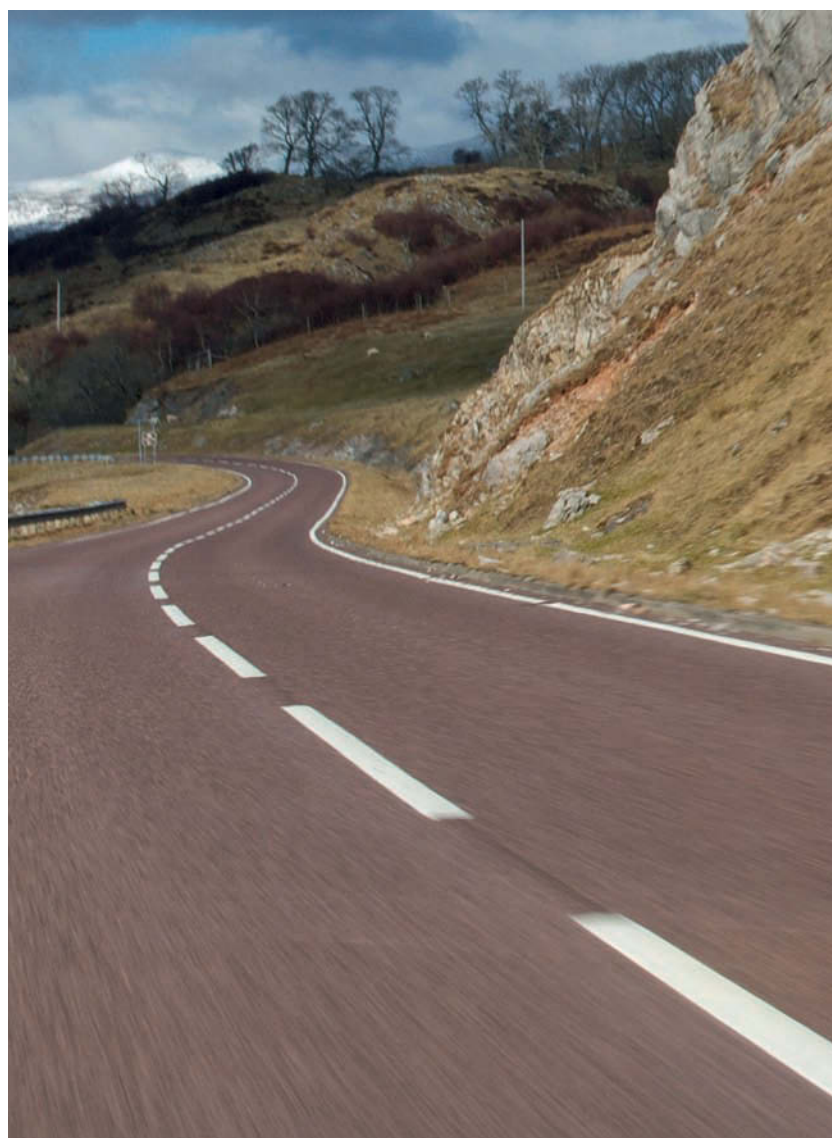
Porsche has a habit of taking a great car and making it even better, and there's no better example of this than the all-new Cayman, popularly known as the Gen 2 model or 981. The original Cayman appeared in 2005 and was so much more than a Boxster with a fixed roof. Revised suspension geometry and a stiffer bodyshell ensured that the Cayman fully exploited its mid-engined layout to be one of the best-handling sports coupés around. The Gen 2 car arrived in 2013 and took the Cayman's handling, performance and quality to a whole new level, making it the most nimble car in Porsche's range – and that's saying something!

It's also probably the best value Porsche, with prices starting at a touch under £40,000 for the entry-level (but still very good indeed) 2.7-litre version, rising to around £65,000 for the just announced and astonishing GT4. When the cheapest 911 comes in at £74,000, you really do have to sit up and take notice of the Cayman. In fact, it's becoming increasingly hard to come up with a reason to choose a 911 over a Cayman when buying new (and that's coming from a dyed-in-the-wool 911 enthusiast!).

You'd think, then, that a pre-owned 981 Cayman would be even better value. Er, no actually. Residual values of the Cayman are remaining surprisingly strong, thanks to a limited supply of new cars and, of course, the

fact it is just so good. At the time of writing, the cheapest Gen 2 Cayman I could find for sale was a 2013 2.7 with under 4000 miles on the clock and priced at a tenner under £39,000 – just a grand less than a brand-new one. Of course, no one buys a new Porsche at the list price as, inevitably, you'll want to add a few choice options, which can soon push the price right up. There's no denying that this particular example has a decent specification but it's not excessive and the car would have cost around £44,000 when new less than two years ago. £5000 depreciation equates to around an 11 per cent drop which is pretty good when you consider that most new cars plummet in value about 40 per cent in their first year. That said, it's generally thought that options have very little effect on the price of a used car which means that this pre-owned Cayman would have the same value now if it didn't have any optional extras fitted to it. In other words, the car has hardly depreciated at all, which is great news for sellers but not so good if you're in the market to buy used and want a good deal.

You may now be thinking that there's absolutely no point buying a used Gen 2 Cayman as you'd be better off buying a brand-new one for the same money. That's a good point and there's a lot to be said for buying new; you get to choose exactly the colour and specification you want, you'll have the satisfaction of owning a





the market place



car that no one else has picked their nose in and, if you're in the UK, it will have the latest age-related plate. The downside is you will have to wait a few months for it to arrive, whereas a used Cayman can be on your driveway within days of you deciding to buy it.

Also, buying new is going to cost you more once you factor in the

aforementioned options. The £38,000 example still offers a £5000 saving over a new car and although that may not be a large amount of money in the great scheme of things, it would still pay for a nice skiing holiday or you could even pick up a half decent Boxster as a station car.

Although there isn't a huge amount

of used Gen 2 Caymans on the market, they're not super-rare. I found 20 or so 2.7 cars starting at around £40,000 and all with surprisingly low mileages, too – Caymans tend to be used as second or third cars far more so than Boxsters, so it's rare to find one that's done a lot of distance – indeed, over 10,000 miles is unusual.

And what of the 3.4-litre Cayman S? It's the same story – residuals are remaining very strong – prices start at around £45,000 and rise from there. A new one costs £48,700 without extras so you can see how well they're holding their values.

Speaking of good value, the Cayman GTS is £55,000 in the showroom,





which sounds a lot at first glance, compared to the entry-level car, but it comes as standard with a raft of extras, including an uprated engine and exhaust, Sport Chrono, Bi-Xenon headlamps and much more. Plus it's the best Cayman to drive (the yet-to-go-on-sale GT4 excepted, perhaps). However, the GTS has not been on the market for long and demand is strong, with used ones selling from £65,000 to over £70,000. Even a well-spec'd brand-new GTS is unlikely to be more than that, so you'd have to be very keen to buy a used example.

Of course, these high residuals aren't going to last. Once the new Cayman's been around another year or so, they will start to drop in price, and that will be the time for bargain

hunters to swoop in. Just think; an early original Cayman can be had for as little as £15,000 today, and there's no reason to assume the Gen 2 will be any different, given time.

As with the 997, though, the GTS will always sell for a premium, while the smaller engined entry-level Cayman will be the least popular and, therefore, an absolute bargain in years to come. Never assume that small-engined Porsches are inferior, either – they can be a lot of fun and the new Cayman is no exception.

Whether you buy now at the top of the market or wait for prices to calm down, whichever 981 Cayman you choose, you can be sure you will have a great car, and, indeed a great Porsche ○

@rabyporsche

981 (2013 –)

Cayman 981 – Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S); 2013 – 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more.

Cayman 981

MODEL	YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62* (s)	TOP SPEED (mph)
Cayman 2.7	2013	1310	2706	275	213	5.7	165
Cayman 3.4S	2013	1320	3436	325	272	5.0	175
Cayman GTS	2014	1345	3436	340	280	4.6	177

*manufacturer's claim

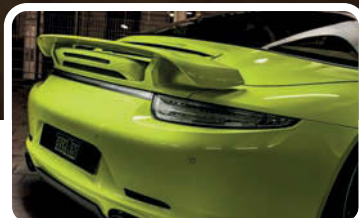
Residual values of the Cayman are remaining surprisingly strong thanks to the fact it is just so good





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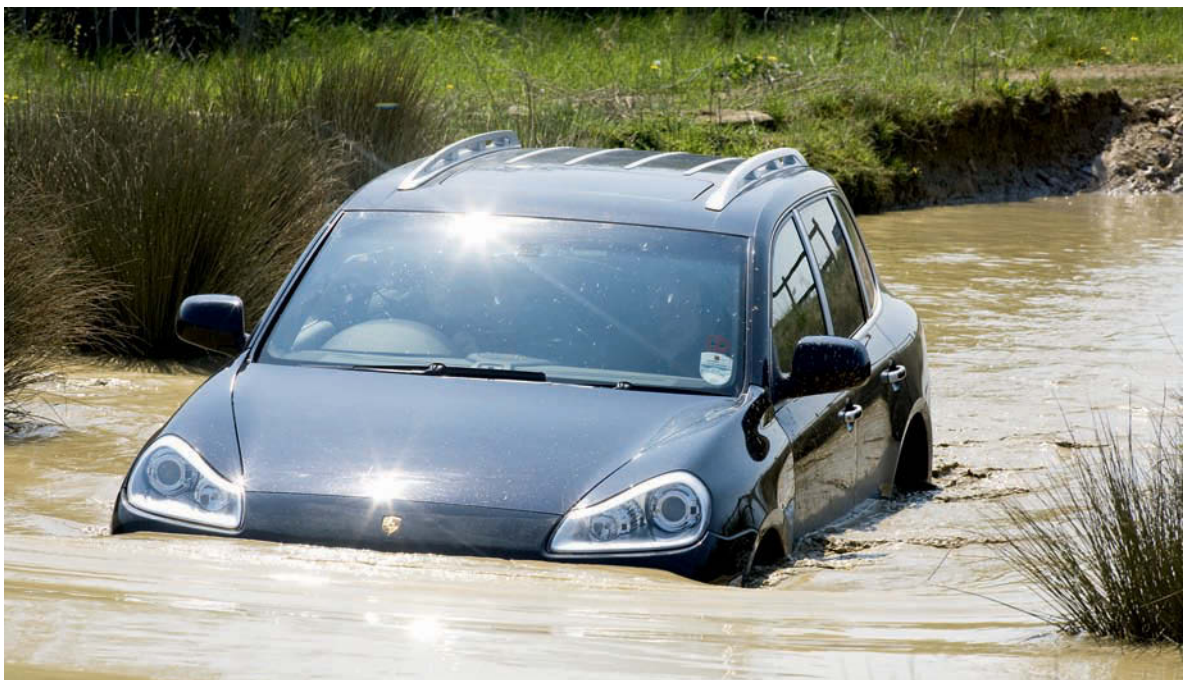
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all you need to know...



The sporting off-roader

How Porsche made a sports car that's also an off-roader...

Porsche is a name synonymous with some of the most desirable rear-wheel drive sports cars ever made, so when the Cayenne was conceived just before the turn of the century, some soul-searching must have gone on in Stuttgart. Not only was the company contemplating an SUV, but also a car with significant off-road capability.

The four-wheel drive side of the equation was not such a big step though. The 959 properly kicked-off the use of four-wheel drive in Porsche's modern sports car models back in 1986 and moved across to the 911 Carrera 4 in 1988. That car became one of the most successful all-wheel drive Porsches ever.

In engineering terms, though, Porsche's dalliance with driving all the wheels can be traced back not to the turn of the last century, but the century before that. The first was a Lohner Porsche racing car which Ferdinand Porsche delivered to its owner in Luton, Bedfordshire, in 1901. Rather sensationally (even by

today's standards), the car was powered by electric DC wheel hub motors attached both to the suspension and the wheels themselves. As there was no transmission loss, the system was 85 per cent efficient which led Boeing and NASA to borrow the idea for the Apollo programme Lunar Rover. The technology is still under consideration today for advanced electric powertrains of the future and as a ground-breaking concept, underlines the fact that Porsche probably knows

a thing or two about four-wheel drive, both on-road and off.

Clearly, things have moved on from those early cars which were actually series hybrids with petrol generators and huge batteries providing electricity for the motors. The first modern systems appeared with the 911 Cabriolet concept of 1981 followed soon after by the jaw-dropping 959. The 959 was the car that really defined the way forward for Porsche all-wheel drive systems with variable torque split to the front axle.

Modern 'crossover' four-wheel drive systems go beyond the mere variable torque split concept and are now known as a 'hang-on' systems. Their purpose is to transmit drive to the front wheels only when absolutely necessary and this has a two-fold effect. The most important reason for using hang-on (also known as part-time) systems is to reduce transmission losses and tyre scrub thus reducing fuel consumption and CO₂ emissions. Even the best and most efficient full-time, four-wheel drive systems consume energy, so disconnecting two wheels completely using a clutch when they are not needed, saves fuel. Another reason is to do with vehicle dynamics. For manufacturers like Porsche, rear-wheel drive is deeply embedded in the product culture and a hang-on four-wheel drive system makes it easier to retain the same driving feel on the road. Hang-on systems also have a positive effect on front tyre wear.

For anything but the most extreme off-roaders, this scenario is ideal and made possible by the fast and





sophisticated electronics which have emerged (in the great scheme of things) relatively recently. So how does it work? Well the Porsche system relies on Porsche Traction Management (PTM), a Porsche brand name for the same kind of concept that underpins all these systems. The detail of its function is Porsche dedicated though, as Porsche engineers decide on the precise way in which the system is calibrated and integrated with the car.

The latest Porsche SUV to date, the Macan, continues the tradition, but the criteria for configuring its systems may have been tougher to meet than the bigger, heavier Cayenne. That is due to the exceptionally high standard for vehicle dynamics set by the Macan, which has become *the* handling benchmark which other manufacturers of sports SUVs to aspire to.

The Macan's system has a multi-plate wet clutch between the front and rear axles. Normally, 100 per cent of the torque is apportioned to the rear axle. But if the rear wheels lose grip and wheel speed sensors detect differential speeds between front and

rear wheels. The system also uses information from lateral and longitudinal accelerometers and a steering angle sensor, then apportions as much torque as necessary to the front axle via a multi-plate wet clutch. This can be up to 100 per cent although the rear axle is never mechanically de-coupled. Automatic Brake Differential (ABD) controls wheelspin across the axles, applying braking pressure to a wheel if it begins to spin and forcing torque to the other via the differential.

Part-time AWD systems seem simple but the electronic control systems behind them are not. Gaining traction on slippery surfaces has become an art form and the Macan's off-road mode optimises the power train for traction rather than outright performance or economy. It can be selected from 0-50mph and readies the multiplate clutch for action so it can respond even more rapidly to stream more torque to the front wheels. It softens the throttle response too, helping to smooth-out sudden inputs by the driver which could cause a loss of traction.



But ultimately, the Macan has to live up to the Porsche badge in terms of vehicle dynamics because compared to the Cayenne it has to put the 'Sport' into 'SUV'. Does four-wheel drive help with that? No, which is the reason the Macan is rear-wheel drive most of the time, only calling upon four-wheel drive when necessary. Remember, most four-wheel drive family SUVs with hang-on four-wheel drive remember, default to front-wheel drive.

The Macan's road-going handling prowess is mainly down to the basic suspension design, steering, weight distribution and body stiffness,

although with Sport mode selected for on-road use, Porsche Stability management turned off and the optional differential lock installed, power oversteer is within reach of a determined driver. Porsche Torque Vectoring Plus is also an option to tweak the Macan's on-road dynamics. This uses individual brake pressure to force torque from one side of an axle to another, rather than between axles.

So that's how Porsche managed to make an off-roader that's also a sports car. It may not be the best available in either discipline but it's probably the best compromise between on-road dynamics and off-road ability ○



Detailing (part one)

Deep cleaning your car in the right way can make a big difference

Cynics out there hear the word 'valet' or 'detailing' in connection with sprucing up cars and snort with derision. Many mistakenly think it's a simply a fancy term for washing the car. But, actually, doing a proper job using the right materials can yield the most fantastic results, even restoring incandescence to older cars that may have seemed lost forever.

A Porsche is a good example of a car which can benefit from hand washing and detailing because, somewhere in the small print, Porsche recommends avoiding car washes. Why? Because the grit laden brushes which spend hour after hour caressing mud-laden company cars put swirls in the paint which give it a faded look in the light. They can also hook things off, like headlight washers.

However, detailing a car properly is hard work so be warned, those lads and lasses who do it for a living earn their keep. But you can do a good job yourself if you prefer to save the cash or just like cleaning cars properly and want yours to look as good as possible.

First of all you need some essential

products. They will set you back a few quid but it's worth it. Products do vary and while it's easy to think that a branded detailing compound is more expensive than a basic generic product, try them back to back and you may change your mind.

The most significant aspect of detailing a car is probably the paint so we'll start there. Let's assume you own an early Boxster or Cayman and it's got some mileage on it. In that case, the paint will have seen a lot of exposure to car washes, clumsy cleaning, and most of all, harsh environmental conditions. Run your hands over paint on a car that's several years old and it will feel rough.

This is because tiny particles of brake dust, metal particles and general pollution become embedded in the paint, as well as tree sap which sticks to it. Polishing compounds do not necessarily remove this and the paint can still feel rough even after using something fairly aggressive like T-Cut. Look closely at your paint and you'll likely see swirls in it as well, from the dreaded car wash or just indifferent hand cleaning. If your car suffers from

any or all of these things (and the likelihood is that it will), when you correct them you will transform your car.

First of all, give the car a wash. Use a hose or pressure washer to remove any loose dirt and then wash with a light touch using a sponge or, better still, a soft mitt that you wear like a glove. The aim here is to avoid trapping any particles of grit against the paint as you are washing it, as that will create more swirls or scratches. Dry it with a clean microfibre drying towel rather than a chamois leather which collect more gritty particles the older they get.

Then, unless the paint feels as smooth and slippery as squeaky clean glass when you run your fingers over it, reach for the clay bar. Clay bars are like small lumps of soft but firm putty used in conjunction with a watery spray-on lubricant to help it slide over the surface of the paint. Tackle small areas, say half a metre square, in a methodical manner so you don't miss any. It takes a long time so be patient but as soon as you start using the clay you'll see black contamination appearing on it from the surface of the paint. Keep folding the clay as you go

to reveal fresh clay. Once you've completed the first area, run your fingers over it again. It should feel mighty smooth compared to the surrounding paint.

Once you've finished the treatment, look closely at the condition of the paint. You can buy small quantities of deep scratch remover and bottles of swirl remover or a fine compound like Meguiar's Ultimate Compound which is gentler than traditional cutting compounds like T-Cut. Use a proper applicator pad for this and work in small areas again. Achieve the final polish with a microfibre cloth, not any old rag.

What you should have by now is immaculate glass-like paint, free of swirls in even the most unforgiving light. All that remains then is to apply a very high quality polish. Meguiar's Tech Wax or Autoglym's two-stage Super Resin Polish followed by Extra Gloss Protection will produce an amazing lustrous shine, as long as all the prep has been done correctly.

Next month we'll look at how you can make a big difference to other areas of the car with more detailing and possibly a few replacement parts ○



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Dura has developed a garage solution for the home market that mimics Porsche's principle of 'intelligent performance'. The firm is able to offer customers a garage that wouldn't look out of place at an OPC, thanks to a combination of professional cabinetry and modern flooring.

An expert team of garage designers work with a customer's requirements choosing from a combination of packages including tall, base and wall cabinets, together with individual workbenches and heavy-duty shelving. Personalised to suit your needs, once completed the firm's professional installers fit out your space to their exacting requirements.



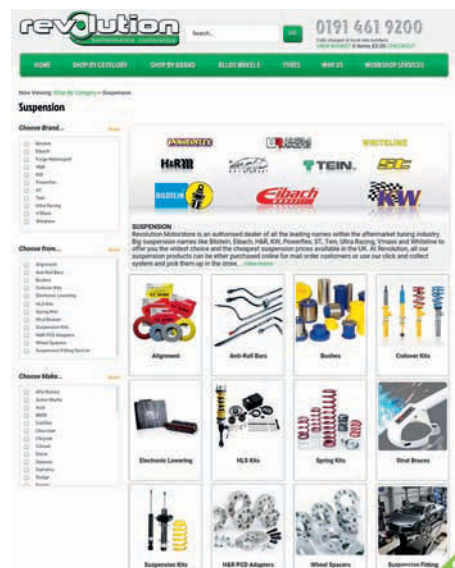
911 AEROKIT TURBO

How much? From £4000 (with a new car), £3700 (retrofit, excluding paint finish and assembly)

Where from? www.porsche.com

Porsche's Exclusive department has developed a new aerokit for the Porsche 911 Turbo models. Including a new front spoiler panel and a redesigned rear lid with a fixed trailing edge and side winglets, the kit also boasts a retractable rear wing with an adjustable angle.

The Aerokit Turbo underwent extensive wind tunnel testing and test-drives at the Porsche Development Centre in Weissach to ensure it increased downforce, while preserving the same cd value as in the production version for increased stability, particularly at high speeds. Customers can order one of two versions of the 'Aerokit Turbo' – in body colour or high-gloss black. The Aerokit will be available on all 911 Turbo and 911 Turbo S models worldwide via Porsche Exclusive, or it can be retrofitted by Porsche Tequipment. Fitment will not affect the vehicle warranty in the case of retrofitting.



REVOLUTION MOTORSTORE

How much? Free

Where from? www.revolution247.com

Revolution Motorstore has launched a dedicated online suspension and chassis catalogue featuring over 42,000 products from the likes of Eibach, Bilstein, KW, Whiteline, Tein, Powerflex, H&R and ST alongside images, full specifications and concrete pricing information. Customers can find suitable chassis upgrades simply by entering their vehicle, favourite brand or manufacturer or by searching through broader categories. Users can also book their car in for fitting at Revolution's onsite workshop, arrange delivery or click and collect at the touch of a button. Revolution says it is so confident its suspension prices are the best in the UK that if you find anything cheaper, all you have to do is get in touch, and it will beat it.

PORSCHE DESIGN WATCH

How much? TBC

Where from? www.porsche-design.com

Based on both the legendary Chronograph I timepiece from 1972 and the Titanium Chronograph from 1980, this is the Porsche Design Chronotimer Series 1, the first watch developed independently by Porsche Design.

The band and the case of the Chronotimer are made from glass-bead blasted titanium, which is then painted matt black using a special process. Inside there's a mechanical ETA Valjoux 7750 chronograph mechanism with a power reserve of 48 hours. The 42 millimetres blackened sapphire crystal case is a real eye-catcher, and waterproof up to five bar. It will be launched in June.



COBRA NOGARO

How much? From £729 per seat

Where from? www.cobraseats.com

Cobra Seats has released this, the new Nogaro, which might be of interest to Porsche owners looking for an aftermarket seat with a throw-back look.

There are two shell constructions available, a GRP version that weighs in at 10.2kg and a carbon version that tips the scales at 5.3kg. There are two types of trim available too, a vinyl/Dinamica version or a leather/Dinamica combo in Cobra's signature range, and the Nogaro is available with and without harness holes. Cobra specialises in being able to custom trim seats to any specification, including embroidery work if you want something a little different.

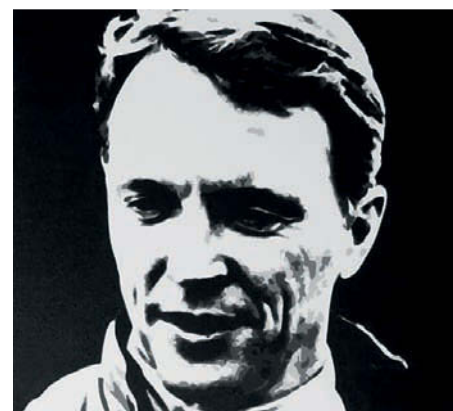


CANVAS PICTURES

How much? £150

Where from? www.racingmodels.com

These new original hand-painted canvas pictures are part of a new range from Racing Models by Peppe Valerio. They measure 50x50cm and are all numbered limited editions of only 20 pieces each. Jo Siffert, Jacky Ickx, Pedro Rodriguez and Dan Gurney are among the drivers available, see the website for the full range. We think it's the perfect addition to any home, office or garage wall.



FIDANZA FLYWHEELS

How much? POA

Where from? www.fidanza.com

Fidanza is now offering lightweight aluminium flywheels for many classic Porsche applications. The company says they are constructed of 6061 T6 aluminium for optimum weight reduction and tensile strength, delivering faster acceleration, quicker throttle response, better vehicle braking, increased clutch efficiency, and long lasting durability.

Featuring a precision machined, Rockwell-hardened ring gear, along with Fidanza's signature replaceable friction surface, these flywheels are built tough and will never require resurfacing or total



replacement. When the friction surface wears, just replace that alone, thus saving both time and money. Porsche applications include 911 (1970-1988), 914, 924, 944 and 930.

SPARK 1:43 953 TEST CAR

How much? £52

Where from? www.racingmodels.com

This new Spark model is limited to just 500 pieces worldwide; the cars are all numbered, which makes them real collectors' items. The model depicts the Porsche 911 4WD (953) test car of 1983, as tested by Jacky Ickx. The heavily modified 911 was developed exclusively for the 1984 Paris-Dakar using the 4x4 system that was the precursor to the system on the 959. The 953 was often referred to as the 911 4x4.



SCHUCO 1:43 PORSCHE 356

How much? £34

Where from? www.racingmodels.com

This 356 A Carrera model by Schuco nicely depicts the Mille Miglia car which finished in 14th place and won its class in 1957. The 1:43 scale car is a limited edition model of the 356 raced by Paul Ernst Strähle and Herbert Linge.



MINICHAMPS 1:43 997 R

How much? £50

Where from? www.racingmodels.com

The Muehlner Motorsport Porsche 911 R depicted here in 1:43 scale took part in the 2011 Spa Francorchamps 24-hour race. This detailed model is accurate to the car driven by Armand Fumal, Christian Lefort, Carl Rosenblad and Jerome Thiry. The team retired following engine problems.





MINICHAMPS 1:43 911 RSR 2.8

How much? £36

Where from? www.racingmodels.com

This Porsche 911 RSR 2.8 model by Minichamps replicates the car entered into the 16th Annual Los Angeles GP, and the International Race of Champions in 1963 at Riverside, driven by Emerson Fittipaldi. A superb period 911 model.



SPARK 1:43 PORSCHE 718

How much? £49

Where from? www.racingmodels.com

This lovely Spark model is the Porsche 718 car which raced to ninth place in the 1961 Monaco Grand Prix, driven by Hans Herrmann. A stunning 1:43 scale model supplied in the customary Spark showcase.



TROFEU 1:43 PORSCHE 936/81

How much? £37.50

Where from? www.racingmodels.com

The Jules Porsche System Engineering Porsche 936/81 is showcased here as it appeared when it was raced to 12th place in the 1981 Le Mans race by Jochen Mass, Vern Schuppan and Hurley Haywood. A highly detailed little model this.



PURE POP MAXI

How much? £99.99

Where from? www.pure.com

If you've got digital radio in your car, there's no reason your home should miss out. Specialist PURE has added to its line-up with the Pop Maxi – a dual-speaker with built-in DAB. It also includes Bluetooth connectivity so you can wirelessly send music from your smartphone as well.



ROAD ANGEL HALO

How much? £199.99

Where from? www.roadangelgroup.com

While better-known for its speed camera detectors, Road Angel has just unveiled its latest bit of kit: an in-car camera. With forward and rear-facing lenses, the Halo promises to keep an eye on your day-to-day driving and records data such as your speed, location and any G-forces. In the unfortunate event of an accident, you can download the information from the microSD card and submit it along with the footage for use in any insurance claim.



VALETPRO WHEEL BRUSH

How much? £13.99

Where from? www.valetpro.co.uk

Whether you've got ten-spoke alloys on your 991 GT3, or a classic set of Fuchs on your Porsche, ridding them of brake dust can be a chore. That's where detailing specialist ValetPRO comes in; the bristles on its new 14-inch wheel brush are made using chemical-resistant technology and the manufacturer claims they won't scratch surfaces and will always spring back to their original shape. The brush costs £13.99 and is manufactured in the UK.



AUTOGLYM SUPER RESIN POLISH COMPLETE KIT

How much? £19.99

Where from? www.autoglym.com

Autoglym has launched a brand-new car cleaning kit that targets scuffs and scratches on motorists' vehicles. The first of several products being launched this year, the Super Resin Polish Complete Kit contains a 500ml bottle of Autoglym's award-winning polish, an applicator sponge and a microfibre cloth to buff off the product. The polish is ideal for rectifying light scratches, swirls, stains and scuffs, while the applicator sponge has a specially-designed point and straight edges for maximum precision when applying the polish. The kit costs £19.99. Look out for other new kits in the range over the course of 2015.



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Porsche 911SC 1982 Targa 3.0L
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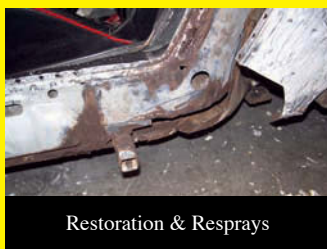
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PIRELLI CINTURATO 185/70VR15

How much? £214.80

Where from?

www.longstone.com

The Cinturato CN36 was original equipment on early Porsche 911s, and it is now being remanufactured by Pirelli for the first time in some years. Evocative of the 1970s, the 185/70VR15 is the perfect low profile tyre choice for your classic Porsche and is offered with free carriage in Europe by Longstone tyres.

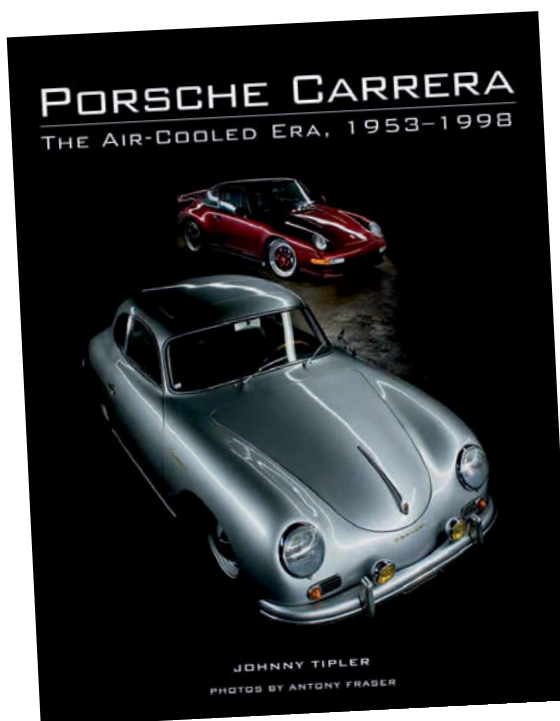


PUMP PAL

How much? £9.99

Where from? www.pumppal.co.uk

Modern tanks can take a while to fill so, for those who get sore hands at the petrol station, the Pump Pal is the perfect solution. The horseshoe-shaped product keeps the pump trigger in its engaged position, releasing the strain on your hand. It's made with strong ABS plastic and has rubber sections for extra grip. Trigger location points ensure a perfect fit for most pumps in the UK, and if you use the code GTP50 before 30 April, you can get one for half price.



PORSCHE CARRERA: THE AIR-COOLED ERA, 1953-1998

How much? £35

Where from? www.crowood.com

This hardback follows the development and design of the iconic Porsche Carrera. From the origins of the line in the 550 and 356 to the current water-cooled era, author Johnny Tipler (who raced a 914GT/4) covers a lot of ground. He notes how the Carrera drew its name from the epic Panamericana race, and speaks to racing drivers including Sir Stirling Moss, Derek Bell and John Surtees. It would make a great addition to any Porsche enthusiast's library.

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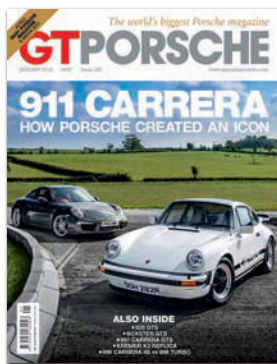
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GMÜND COUPÉ/356: 1948 – 1964

Two-door, two+two Coupé, Roadster, Speedster. Rear-mounted four-cylinder air-cooled 'boxer' engine.

This is where the Porsche story begins. After the aluminium prototypes and numerous projects for Volkswagen, Dr Porsche gave the go-ahead for his company to relocate from the converted shed in Gmünd to a rented workshop in Stuttgart (owned, incidentally, by Reutter, the coachbuilder responsible for building the 356 body for Porsche). At the 1949 Geneva Auto Salon Porsche displayed a 356 for the first time, with a coupé and drophead model taking the limelight. A makeshift production line was started in the same year.

The following year the 356 was shown to a meeting of Volkswagen main dealers as well as European and overseas importers who promptly placed orders for 37 cars. The first Stuttgart-built 356 rolled off the production line in Easter 1950.

The 500th Porsche was built on 21 March 1961, with the 1000th model arriving just six months later, and when the last 356 was built in 1964 – a 356C convertible – a total of 76,302 examples had been built.

The arrival of the 356 also signalled Porsche's first forays into motorsport. Dr Porsche's cousin, Herbert Kaes, is thought to be the first to compete in a Porsche car when he took an early 356 and entered it in a race around the streets of Innsbruck, Austria on 11 July, 1948. Kaes and the Porsche won their class, obviously. The first recognised 'factory' victory came in 1951 in the 24 Heures du Mans (where else!) when Porsche's French importer, Auguste Veuillet, convinced Dr Porsche that by entering a car into the twice-round the clock race it would result in a big boost in sales and Porsche's global awareness. Veuillet, along with his co-driver Edmund Mouche, won their class in the 1100cc 356. The rest, as they say, is history.

Today the 356 enjoys the status of a genuine classic car. Collectors and enthusiasts alike have seen that the majority of examples have been meticulously restored and maintained and this is reflected in the values they are reaching on the classic car market. Demand for all models and variants is high with the Carrera models some of the most sought after.



356

Dimensions: Wheelbase (mm): 2100 – Length (mm): between 3850 (1950) and 4010 (1959). Width (mm): 1660

1948 to 1949: Gmünd Coupés:– the 356's predecessor was first produced in July 1948. The aluminium-bodied Gmünd Coupés used virtually all VW mechanicals from a four-speed gearbox to torsion bar suspension, and, of course, the Beetle-derived 40hp flat-four engine complete with twin Solex down-draught carburettors and 7.0:1 compression ratio. Drum brakes were fitted all-round.

1950: 'Pre-A' 356:– Following the move to Stuttgart, the 356's integral body was made of steel and the design given a higher waistline than Gmünd Coupés, with the distinctive V-shaped roof to accommodate its split-screen. The 1.1-litre engine now produced 40hp and, along with the other engines offered after 1952, was mated with Porsche's own four-speed gearbox. **1951:** 1300cc and 1500cc (60hp) engines introduced. **1952:** Split-screen front windscreen replaced with single piece window; bumpers mounted higher and further forward from body; rectangular rear taillights replaced with circular items. 1500cc engine loses 5hp but is more refined and was the first engine to feature the 'Alfingier' crankshaft. 1500 S (70hp) engine introduced. Fully synchronised gearbox fitted across the range. **1955:** 356A:– New engines and suspension altered. New curved 'V-screen' does away with the need to split the screen, vinyl replaces cloth inside. New dash, combined ignition/starter. New gearbox in 1957. Four Cam Carreras launched at the 1955 Frankfurt Motor Show, these engines were directly derived from racing technology, with GT-denoted models aimed specifically at motorsport. They were dry sumped, had reduced compression ratios and revved much higher. The bodies around them were lightweight, making them very potent on the road for their day. **1959:** 356B:– 90hp 1600 introduced for Super 90 which gets 'compensating rear springs' to improve handling. Changes to bumper position, headlamps and numerous interior details. **1961:** Larger rear window and engine cover with twin air intakes introduced, electric sliding roof optional; 1600 S engine gets four-ring pistons, S-90 gets modified flywheel. 130hp Carrera 2 announced (introduced in 1962), featuring Porsche-designed disc brakes. **1963:** 356C:– Reworked engines, clutch from Super fitted to 75 and 95hp models, disc brakes introduced all-round, rear compensating spring special order only, no external changes but there was a rethink of the interior details. **1964:** Porsche takes control of Reutter and 356 C introduced, Roadster dropped from the line-up.

MODEL	MODEL YEAR	WEIGHT	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Gmünd Coupés	1948 to '50	605	1086	35-40	50	23.0	80
'Pre-A' 356							
1100	1950 to '54	745	1086	40	51	23.5	87
1300	1951 to '54	810	1286	44	59	22.0	90
1300A	1954	830	1286	44	51	22.0	90
1300S	1953 to '54	830	1290	60	64	17.0	99
1500	1951 to '52	830	1488	60	75	15.5	105
1500	1953 to '55	830	1488	55	77	16.5	96
1500S	1952 to '55	830	1488	70	80	13.5	108
356A							
1300	1955 to '57	860	1290	44	60	22.0	90
1300S	1955 to '57	900	1290	60	65	17.0	99
1500GS Carrera	1955 to '58	835	1498	100	88	12.0	124
1600	1955 to '59	835	1582	60	81	16.5	99
1600S	1955 to '59	835	1582	75	86	14.5	108
1600GS Carrera	1958 to '59	835	1587	105	89	11.0	124
356B							
1600	1959 to '63	905	1582	60	81	16.5	96
1600S	1959 to '62	925	1582	75	86	15.0	108
1600S	1960 to '63	925	1582	90	89	13.5	112
1600S	1961 to '63	935	1582	75	86	15.0	108
1600GS Carrera GT	1959 to '61	890	1588	115	99	10.5	124
Carrera 2	1962 to '64	890	1966	155	144	9.0	124
356C							
1600C	1963 to '65	935	1582	75	89	14	109
1600SC	1963 to '65	935	1582	95	90	13	116
2000GS	1962 to '64	935	1966	130	119	9.0	124

911 (1964 – 1989)

(Zero) 0-Series – 1963 to 1966: '64 to '66 Model Year – Wheelbase (mm): 2211 Length/Width (mm): 4163/1610 – **Significant developments:** 911 (very briefly 901) first shown at 1963 Frankfurt Motorshow, went on sale in 1964 with six-cylinder 2.0-litre engine. Targa announced in 1965 and goes on sale 12 months later. Weighs 50 kilos more than coupé

MODEL	MODEL YEAR	WEIGHT(kg)	ENGINE (cc)	Hp	TORQUE (lb ft)	0-60*	MPH
901	1963	1080	1991	130	119	8.5*	131
911	1964	1040	1991	130	120	8.3*	130
911	1965 to '67	1080	1991	130	128	8.3*	130

A-Series – 1966 to 1968: 1967 Model Year – **Significant developments:** 160hp 911S introduced, as are 5.5-in tyres. 911L had vented discs taken from 911S. Four-speed Sportmatic introduced in 1967. All models available as Targa, glass window replaces plastic item from 1968.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911L	1353/1321	1075	1991	130	130	10.6*	131
911T	1353/1321	1080	1991	110	116	8.3	124
911	1353/1321	1080	1991	130	128	9.1	130
911S	1353/1321	1080	1991	160	132	8.0*	137

A-Series – 1967 to 1969: 1968/69 Model Year – **Significant developments:** Wheelbase extended by 57mm to enhance handling, single battery replaced with twin 35amp alternatives in front luggage compartment to keep front end more securely planted and enhance handling. S and E both have mechanical Bosch fuel injection, 911T introduced, 'E' model replaces 'L'.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1353/1321	1075	1991	110	115	8.3	124
911E	1353/1321	1020	1991	140	129	8.4	134
911S	1353/1321	995	1991	170	135	8.0*	137

C-Series – 1969 to 1970: 1970 Model Year – **Significant developments:** Increase in bore from 80 to 84mm raises engine capacity to 2.2-litres. Aluminium crankcase replaces magnesium alloy item. 225mm clutch introduced. Sportmatic no longer an option on 911S. Front upper strut attachment points moved forward 14mm.

D-Series – 1970 to 1971: 1971 Model Year – **Significant developments:** PVC-coated, galvanised underfloor areas introduced. Tweaks to injection and ignition required to meet new European emission laws.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1362/1343	1020	2195	125	131	9.5	127
911E	1372/1354	1020	2195	155	141	7.6*	137
911S	1372/1354	1020	2195	180	147	7.0	138

E-Series – 1971 to 1972: 1972 Model Year – **Significant developments:** Engine stroke increased to 70.4mm giving 2.4-litre capacity. Compression ratio dropped to allow use of regular petrol. Gearbox uprated to cope with increased torque. External oil filler cap located between door and rear wheel. All models supplied with Fuchs wheels.

F-Series – 1972 to 1973: 1973 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4127 (RS 4147)/1610 – **Significant developments:** External oil filler removed due to customer confusion at the petrol pumps. Chin spoiler introduced on S to reduce front end lift (option on T and E) and greater variance in standard wheels. 2.7 Carrera RS is first to be fitted with duck-tail rear wing.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911T	1360/1342	1050	2341	130	144	8.1	127
911E	1372/1354	1050	2341	165	151	7.9	138
911S	1372/1354	1050	2341	190	158	6.6	144
Carrera RS	1372/1394	975	2687	210	188	5.8	152

G-Series – 1973 to 1974: 1974 Model Year – Wheelbase (mm): 2271 Length/Width (mm): 4291/1610 (Carrera 1652) – **Significant developments:** Shock absorbing bumpers introduced as a result of US legislation. Range-topping Carrera model came with 'black look' trim and 210hp.

H-Series – 1974 to 1975: 1975 Model Year – **Significant developments:** Turbo introduced early '75 with four-speed gearbox and higher spec. Duck-tail replaced by whale-tail on Carrera models. Silver Anniversary model launched, 1063 sold.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
911	1360/1342	1075	2687	150	173	7.9*	131
911 S	1360/1342	1075	2687	175	188	6.1*	142
911 Carrera	1372/1354	1120	2687	210	188	6.3	150
930 Turbo	1432/1500	1140	2993	260	253	6.0*	155



911: 1963 – 1989

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, four- and five-speed manual and four-speed Sportmatic gearbox.

For some a real 911 is an air-cooled 911, and some of the greatest examples are from this period. Two of the most iconic 911s ever produced – the 2.7 Carrera RS and 3.0 Turbo – arrived on the scene during this time and Porsche also gave us the sublime 1970 2.2 S. Bosch K-Jetronic fuel injection was introduced (1976) and the first 911 Cabriolets (1983) arrived in showrooms. The 3.2 Carrera fed the Yuppie boom (1983) and the Carrera Club Sport (1988) was the first lightweight 911 special since the original Carrera RS some 15 years earlier.

On its arrival the original 911, or 901 as Porsche had first intended calling it until the French manufacturer Peugeot pointed out that they owned the trademark to model designations with an 'O' in the middle, was a huge leap forward from the company's original four-cylinder 356. With its 2.0-litre flat-six, five-speed gearbox, independent suspension and disc brakes the new 2+2 sports car was quickly snapped up when it first appeared at the 1963 Frankfurt Motor Show.

A seemingly continuous development programme saw the 911 evolve at a pace. The Targa model was launched in 1965 in anticipation of US legislation that would ban fully convertible cars (it never happened, but the Targa proved a popular choice with its distinctive brushed stainless steel rollover hoop and zip-out plastic rear window). More power (160hp) and larger wheels (5.5-inches) arrived 12 months later, as did ventilated discs and a four-speed Sportmatic gearbox. The Targa's plastic rear window was replaced with a more conventional glass item in 1968.

The start of the next decade saw the flat-six's capacity grow to 2.2-litres and gave us the sublime 2.2 S and a chunky 180hp (190hp in 1973). Measures were also taken to prolong the life of the 911 with PVC and galvanised floors both introduced, and the legendary Fuchs wheels became available across the range.

1973 was the year every 911 aficionado has indelibly inked on their mind: the 2.7 Carrera RS arrived. 975 kilos, 210hp, aluminium bodywork, lightweight glass and the infamous duck-tail spoiler signified the most focused, driver-orientated production 911 to date. Rarer R and S/T racing models had come and gone, but this was the first performance-orientated 911 road car to be sold through the dealer network. A legend was born.

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Not content with blowing the minds of its faithful customers with its first RS road car, Porsche unveiled its concept for a new, more powerful, luxury-orientated version of the 911 at the 1974 Paris Motor Show – the 911 Turbo.

With a 3.0-litre flat-six motor and a single KKK turbocharger the new model produced 260hp delivered to the rear wheels via a four-speed manual gearbox. With a 0-62mph time of just 5.5 seconds and a 155mph maximum speed it was the fastest, most powerful Porsche road car to date, and its arrival coincided with the oil crisis.

With its flared rear-wheel arches, deeper front and whale-tail rear spoiler it was far from subtle, but Porsche's customers loved it and nearly 3000 were built. In 1978 it gained a bigger, 3.3-litre engine and more power (now 300hp), could crack 160mph and would continue in production until 1989.

Porsche also offered as a 911 Turbo Cabriolet and Targa model from 1987-88, as well as the 330hp 'slant-nose' coupé from 1983 through to 1989. And if you wanted the show without the go you could order Turbo-look Coupés, Cabriolets, Targas and Speedsters. Has there ever been a more blatant example of the excesses of the '80s?



During the 1980s Porsche hit upon a winning formula for its rear-engined sports cars, despite the best attempts by various management boards to try and kill it off.

As engine capacity rose from 2.2-, through 2.4-, 2.7-, 3.0- and finally 3.2-litres, so did the power and performance of the numerous models and variants introduced. The first 911 Cabriolet arrived on the scene in 1983, and before this a whole of host models had come and gone: the 2.4S became the Carrera in 1974 with 2.7-litres and 210hp, and the 3.0 Carrera in '76 with 200hp (US emissions laws had strangled the flat-six a bit). The 3.0 SC arrived in 1978 with a feeble 180hp but redeemed itself in 1981 with the new 3.0 SC arriving with 204hp.

In 1984 Porsche delivered its latest 911: the 3.2 Carrera. With 231hp, a 6.1 second 0-62mph and a 151mph maximum speed the 911 was back on track. In 1987 the somewhat wayward 915 transmission was replaced with a slick Getrag G50 'box and this generation 911 saw out its final years able to hold its head high and compete with the more youthful opposition.

I-Series – 1975 to 1976: 1976MY – **Significant developments:** Bodies now zinc-coated, galvanised steel. Bosch K-Jetronic fitted to all models. Sportmatic now only three-speed, not four.
J-Series – 1976 to 1977: 1977MY – Wheelbase (mm): 2271, Length/Width (mm): 4291 (Turbo 4318)/1610 (Carrera 3.0 1652, Turbo 1829) – **Significant developments:** Sportmatic cars get brake servo assistance. 'Black-look' trim standard on Targas.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60* (mph)	TOP SPEED (mph)
911	1360/1342	1120	2687	165	176	7.8	135
Carrera 3.0	1372/1354	1075	2994	200	188	6.3	150
930 Turbo	1432/1500	1195	2993	260	253	6.0*	155

K and L-Series (the SC) – 1977 to 1979: '78 to '79MY – **Significant developments:** Super Carrera combined old 911 and Carrera with 3.0-litre engine, all had servo-assisted brakes. Turbo 3.3-litre engine equipped with intercooler and tea-tray spoiler replaces whale-tail. **SC (New A-Series) – 1979 to 1980:** 1980MY – **Significant developments:** Revised ignition and camshaft timing results in 188hp SC model. Turbo gets twin-exit exhaust.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60* (mph)	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	188	188	7.0	141
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

SC (New B-Series) – 1980 to 1981: 1981MY – **Significant developments:** First year of 17-digit international chassis number. SC now runs on 98RON fuel. **SC (New C-Series) – 1981 to 1982:** 1982MY – **Significant developments:** Limited edition 'Ferry Porsche' model goes on sale. Tea-tray spoiler option available for SC. **SC (New D-Series) – 1982 to 1983:** 1983MY – **Significant developments:** Cabrio rushed into production and launched following successful design study.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60* (mph)	TOP SPEED (mph)
911 SC	1369/1379	1210	2994	204	189	5.7*	146
930 Turbo	1432/1500	1300	3299	300	304	5.1*	162

Carrera (New E-Series) – 1983 to 1984: 1984MY – Wheelbase (mm): 2271 Length/Width (mm): 4291 (Turbo 4318)/1610 (Turbo) **Significant developments:** Carrera replaces SC. Engine capacity climbs to 3164cc, Digital Motor Electronic engine management introduced as was the engine oil-fed chain tensioner. Turbo-look option adds 50 kilos and increases drag.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60* (mph)	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
911 SC RS	1398/1405	960	2994	255	184	5.0	159
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

Carrera New F-Series – 1984 to 1985: 1985MY – **Significant developments:** Carrera available with catalytic converter. Four-spoke steering wheel standard. **Carrera New G-Series – 1985 to 1986:** 1986MY – **Significant developments:** Sport seats now a no-cost option. Turbo-look track 1434mm front/1526mm rear.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60* (mph)	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
930 Turbo	1432/1500	1300	3299	300	319	5.1*	162

Carrera New H-Series – 1986 to 1987: 1987MY – **Significant developments:** Targa and Cabrio models available with Turbo engine. Slant-nose becomes an option. 915 transmission replaced by Getrag-built G50. Power hood standard on Cabrio. **Carrera New J-Series – 1987 to 1988:** 1988MY – **Significant developments:** Celebration anniversary model available. Club Sport model weighed 50 kilos less, blueprinted engine pushed power to around 241hp. **Carrera New K-Series – 1988 to 1989:** 1989MY – **Significant developments:** 16-inch wheels now standard. Speedster introduced and available with either Turbo-look or flat-nose bodies.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60* (mph)	TOP SPEED (mph)
911 Carrera	1398/1405	1210	3164	231	209	5.6*	152
Club Sport	1398/1405	1160	3164	231	209	5.6*	156
930 Turbo	1434/1526	1300	3299	300	319	5.1*	162

964 (1989 – 1993)

1988 to 1989: 1989MY – Wheelbase (mm): 2271 Length/Width (mm): 4250/1651 – **Significant developments:** Launched in January 1989 with a new flat-six engine, suspension, brakes and numerous body parts, Porsche claim only 13 per cent carry over parts from predecessor. Carrera 4 split torque 31/69 front to rear. All wheel ABS and power steering standard, catalyst introduced. **1989 to 1990:** 1990MY – **Significant developments:** All pre-964 models now deleted. Carrera 2 introduced, Targa



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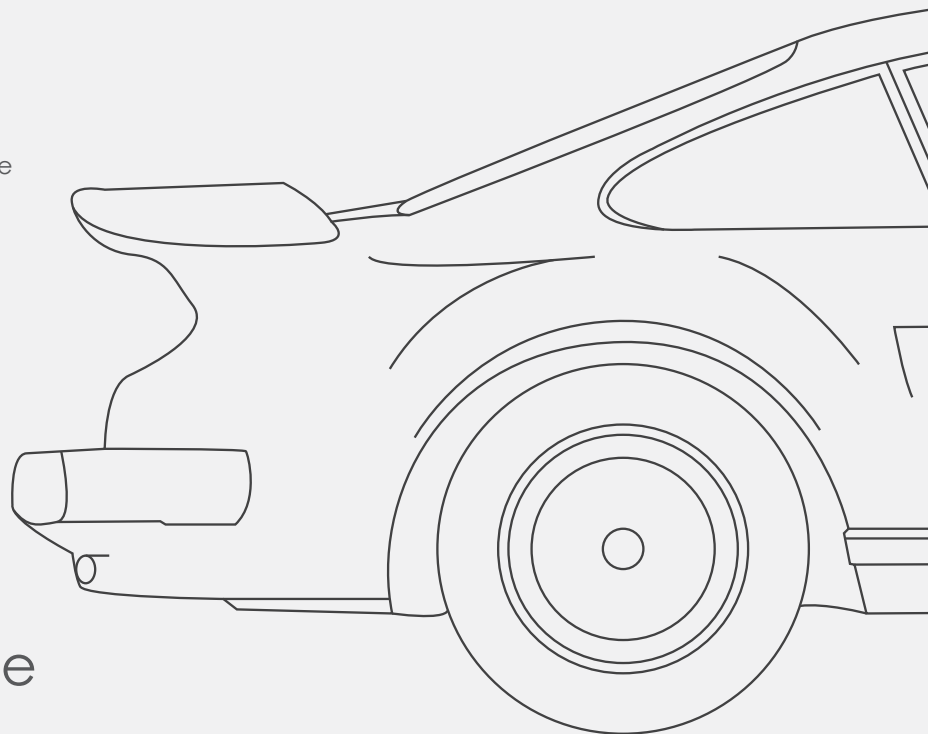
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911 (964): 1989 – 1993

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear and four-wheel drive. For a company that had very little left in the piggy bank and suffering from an economic and sales downturn, Porsche's engineers pulled off a remarkable achievement when developing the 964-series 911.

This latest 911 was '87 per cent new' over the model it replaced, and the big news surrounding the 964 was the increased capacity flat-six and the introduction of a four-wheel drive transmission. This resulted in the gearbox and rear final drive having two electronically-controlled wet clutches, limiting slip in both the centre and rear differentials. A torque tube connected the centre and front diffs. The torque split was 31:60 front-to-rear.

Joining the new C4 was a Carrera 2 Coupé, Cabriolet and Targa models, three Turbo variants: 320hp 3.3-litre, 360hp 3.6-litre, and a limited run 381hp Turbo S. The stripped-out 964 RS and limited run 3.8 RS were available from 1992.

Overlooked by many, the 964 offers an affordable entry into classic 911 ownership, although they require regular maintenance and some TLC.



911 (993): 1993 – 1996

Two-door, two+two Coupé, Convertible and Targa. Rear-mounted six-cylinder air-cooled 'boxer' engine, rear- and four-wheel drive. Argued by many to be the most beautiful 911 design of all, the 993-series cars are also the best engineered, and for many purists the pinnacle of the model's achievement.

The last of the air-cooled 911s had it all – pace, grace and, for once, a bit of space. The entry-level Carrera 2 was all you ever really needed, but who could resist the appeal of the Carrera RS or, for the first time, the all-wheel drive, twin-turbocharged Turbo? For the seriously brave there was the GT2 and those after the Turbo look without the go could always opt for the Carrera 2S and 4S.

The 993 also saw the introduction of VarioRam (in 1996). This controlled the length of the engine's induction tracts, and at low and medium engine speeds longer tracts would provide a fuller torque curve, while at higher engine speeds the shorter induction length delivered higher peak power outputs.

and Cabrio available for both Carrera 2 and Carrera 4 models. Tiptronic available on C2. Both Cabrio and Targa 50 kilos heavier than coupé equivalents. **1990 to 1991:** 1991MY – **Significant developments:** Rear drive, 3.3-litre 320hp 964 Turbo introduced complete with 'Cup' design mirrors. **1991 to 1992:** 1992MY – **Significant developments:** Stripped-out Carrera 2 RS launched – the first RS since 2.7 Carrera RS in 1973 – and proves a hit for those who like their 911s raw. 381hp Turbo S model available to order (80 built). **1992 to 1993:** 1993MY – **Significant developments:** Speedster introduced, rear-wheel drive only and based on Cabriolet for US market. 3.6 Turbo production begins in Jan 1993.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1379/1374	1350/1450	3600	250	228	5.7	162
Carrera 2 RS	1379/1380	1250	3600	260	240	5.3	162
Turbo	1442/1448	1470	3299	320	332	5.0	168
3.8 RS	1440/1481	1210	3746	300	266	4.9	168
Turbo 3.6	1442/1448	1470	3600	360	383	4.8	175

993 (1993 – 1998)

1993 to 1994: 1994 Model Year – Wheelbase (mm): 2272 Length/Width (mm): 4245/1735 (Carrera 4S and Turbo 1795mm) – **Significant developments:** 993 production begins in Jan 1994. Internal engine upgrades increase power and torque. Multi-link rear suspension is one of the biggest developments in the 911's history and transforms 993 into a more driver friendly sports cars. Four-piston brake callipers standard front and rear. Two- and four-wheel drive offered across the range in either Coupé or Cabriolet guise. **1994 to 1995:** 1995MY – **Significant developments:** Carrera RS introduced as is redesigned, all-wheel drive system for Carrera and Tiptronic S with steering wheel-mounted shift controls for automatic gearbox. New 408hp four-wheel drive, twin-turbocharged 911 Turbo is launched and includes a six-speed gearbox and hollow spoked alloy wheels.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	272	243	5.6/5.3	168/162
Carrera RS	1413/1452	1270	3746	300	262	5.0	172
Turbo	1411/1504	1500	3600	408	398	4.5	180

1995 to 1996: 1996MY – **Significant developments:** VarioCam engines announced and up both power and torque; revolutionary sliding glass-roofed Targa introduced. Lightweight, 430hp, rear-wheel drive, homologation special GT2 launched. It's the most powerful and fastest 911 production road car ever built. **1996 to 1997:** 1997MY – **Significant developments:** 430hp Turbo S offered as run-out model with 450hp factory engine upgrade also available. Turbo-bodied Carrera 2S built alongside Carrera 4S, but two-wheel drive obviously. It's the last rear-wheel drive, air-cooled 911.

1997 to 1998: 1998MY – **Significant developments:** An end of an era. Production of the all-wheel drive Carrera 4 and Turbo continues until July 1998 but when the last car finally rolls off the production line (a Carrera 4S) it marks the end of air-cooled 911 production after 35 years. The purists aren't happy, but it signifies a new dawn for Porsche.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1405/1444	1370/1420	3600	285	251	5.2	172
Carrera 2S/4S	1411/1504	1450	3600	285	251	5.2	172
Turbo	1411/1504	1500	3600	408	398	4.5	180
GT2	1475/1550	1290	3600	430	398	4.0	184
Turbo S	1411/1504	1500	3600	430	398	4.3	185

996 (1997 – 2004)

1997 to 1998: 1998 Model Year – Wheelbase (mm): 2350 Length/Width (mm): 4430 (Turbo & GT2 4435)/1765 (Turbo & GT2 1830) – **Significant developments:** All-new water-cooled, 3.4-litre VarioCam six-cylinder 'boxer' engines. Rear-wheel drive, six-speed manual transmission or five-speed Tiptronic S at extra cost. Traction control also available. Four-wheel drive Carrera 4 introduced at the end of the year along with Porsche Stability Management (PSM). **1998 to 1999:** 1999MY – stripped-out, 360hp GT3 introduced. GT1-based engine helps create most focused 996 to date. Additional cooling for radiator, gearbox and engine account for extra weight over standard Carrera 2. Available in 'Comfort' or 'Club Sport' trim, breaks Nürburgring Nordschleife lap record for a production car (8mins 03sec). **1999 to 2000:** 2000MY – the new 911 Turbo arrives. Twin-turbocharged, water-cooled flat-six with VarioCam Plus develops 416hp through four-wheel drive chassis. First 911 Turbo available with Tiptronic S. **996 – 2000 to 2001:** 2001MY – GT2 returns with 462hp, rear-wheel drive, Porsche Ceramic Composite Brakes and no PSM! Breaks production car lap record at the Nordschleife (7min 46sec).

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Carrera 2/4	1455/1500	1320/1430	3387	300	258	5.2	174

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996: 1997 – 2005

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted six-cylinder water-cooled 'boxer' engine. A water-cooled engine in a 911! Whatever next? Once the purists had calmed down, beneath the 996's slightly frumpy looks is one of the greatest cars of our time.

Carrera 2 is all you ever actually need, but the four-wheel drive Carrera 4 and Carrera 4S are unstoppable. The latter, with its Turbo sourced brakes, suspension and bodywork is possibly the best value 911 Porsche has ever built. The 416hp, four-wheel drive Turbo is a contender for the greatest supercar ever built, and swept aside all in its way during its time on the price list. The 462hp GT2 was deemed a tad excessive for most on the road, and didn't enjoy the kudos of its predecessor, nor that of the 911 GT3. This stripped-out 911 was as close to a 911 RS you could get without actually calling it such. One of the most rewarding 911s when it was new, it's still a favourite amongst the purists but subsequent evolutions are better still. GT3 RS was further honed for the track, compromised for the road. The Targa featured the now traditional opening rear glass hatch, while the Cabriolet was perfectly at home in Miami.



997: 2004 – 2008

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled 'boxer' engine. More evolution than revolution, the second-generation water-cooled 911 has a hint of 993 look about it and was available with two engine options. 997 ownership began with the 321hp 3.6-litre Carrera, with the majority of customers opting for the more powerful 355hp Carrera S.

Porsche Active Suspension Management (PASM) was standard on the Carrera S and allowed the car to play at continental GT cruiser one minute and Nordschleife slayer the next. Interior quality improved over 996. Turbo and GT3 models were even better than their predecessors, with the Turbo introducing Variable Turbine Geometry and Porsche Traction Management, while the GT3 got traction control! When Porsche combined these two models' philosophies the GT2 was built. At 530hp and 204mph it is the most powerful and fastest Porsche 911 to date. The Targa offered hatchback practicality – and four-wheel drive – and a big glass roof at the expense of ultimate driver involvement.



911: 2008 – 2012

Two-door, two+two Coupé, Cabriolet and Targa. Rear-mounted 3.6- and 3.8-litre six-cylinder, water-cooled engine with Direct Fuel Injection and VarioCam Plus; normally

GT3	1475/1495	1350	3600	360	273	4.8	188
Turbo	1465/1522	1549	3600	416	413	4.2	190
GT2	1485/1520	1440	3600	462	457	4.1	197

New 996 – 2001 to date: 2002MY – **Significant developments:** Second-generation 996

introduced. Engine capacity grows to 3.6-litres, power increase to 316hp. Turbo's trip computer standard across range, as are Turbo headlights. Cup holders fitted for first time. New Carrera 4S introduced with Turbo brakes, suspension and wide-body. 996 Targa model launched with retractable sliding glass roof. **996 2003 to 2004:** 2003MY – **Significant developments:** GT3 returns with 381hp while the GT3 RS has the same power but weighs 20 kilos less thanks to carbon fibre body panels and a plastic rear window. Turbo and Carrera 4S launched as a Cabriolet models, GT2 gets

power hike to 483hp. 0-62mph time drops to 4.0 seconds, top speed climbs to 198mph. **996 – 2005:** 2005MY – **Significant developments:** The 911 Turbo S makes a return and signals the beginning of the end for the 996. 450hp and PCCB come as standard.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera 2/4	1465/1500	1345/1405	3596	316	273	5.0	178
Targa	1465/1500	1415	3596	316	273	5.2	177
Carrera 4S	1472/1528	1470	3596	316	273	5.1	173
Turbo	1472/1528	1540	3600	414	413	4.2	190
Turbo S	1472/1528	1549	3600	450	457	4.1	190
GT3	1485/1495	1380	3600	381	284	4.5	191
GT3 RS	1485/1495	1360	3600	381	284	4.4	190
GT2	1495/1520	1420	3600	483	457	4.0	198

997 (2004 – 2008)

2004: 2005 Model Year – Wheelbase (mm): 2350; Length/Width (mm): 4427/1808; Height (mm) 1310/1300 (Carrera/Carrera S) – **Significant developments:** 3.6-litre 321hp, and 3.8-litre 355hp, water-cooled flat-six engines for Carrera and Carrera S respectively. New six-speed manual gearbox standard on both models, Porsche Active Suspension Management (PASM) standard on Carrera S –

lowers car by 10mm, cost-option on Carrera. 19-inch alloy wheels standard for Carrera S. **2005:** 2005MY – Carrera 4 and Carrera 4S launched. Engines as Carrera and Carrera S respectively, rear body widened by 44mm, PSM now equipped with 'pre-filling' brake system to quicken responses. **2006:** 911 Turbo and GT3 launched. The former features Variable Turbine Geometry, Porsche

Traction Management and 480hp. The third-generation GT3 is the best all-rounder yet. PASM fitted as standard, as is a 415hp 3.6-litre flat-six engine and traction control. 911 Targa 4 and 4S launched based on the wider Carrera 4/4S shell and feature the full length glass sliding roof. GT3 RS launched. Same power as a GT3 but 20 kilos lighter and unique aero pack. **2007:** 997 Turbo Cabriolet launched, followed by the new 911 GT2 with 530hp, rear-wheel drive, traction and stability control, and launch control. 204mph claimed maximum.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-60	TOP SPEED (mph)
Carrera	1486/1529	1395	3596	321	273	5.0	177
Carrera S (Pkit)	1486/1511	1420	3824	355	295	4.4 (4.4)	182
Carrera 4	1488/1548	1450	3596	321	273	5.1	174
Carrera 4S (Pkit)	1488/1548	1475	3824	355	295	4.8 (4.7)	179
Targa 4	1488/1548	1510	3596	321	273	5.3	174
Targa 4S	1488/1548	1535	3824	355	295	4.9	179
GT3	1486/1511	1395	3600	415	298	4.3	192
Turbo	1490/1548	1585	3600	480	457-501	3.6	192
GT3 RS	1497/1558	1375	3600	415	298	4.2	192
GT2	1515/1550	1440	3600	530	501	3.7	204

997 gen-2 (2008 – 2012)

2008: 2008MY – Wheelbase (mm): 2350; Length/Width (mm): 4435/1808; Height (mm)

1310/1300 (Carrera/Carrera S) – **Significant developments:** All new 3.6-litre 345hp and 3.8-litre 385hp, water-cooled flat-six engines for Carrera and Carrera S now fitted with Direct Fuel Injection. Six-speed manual gearbox standard on both models and new seven-speed PDK available as option. Porsche Active Suspension Management (PASM) standard on Carrera S, cost-option on Carrera. 19-inch alloy wheels standard fitment for Carrera S. Minor styling changes to lights and bumpers. New PCM3, Bluetooth and steering wheels. Carrera 4 and 4S model get reflective light strip across tail and identical updates to two-wheel drive models. Cabriolet models of all variants go on sale with coupés. PDK-equipped cars two-tenths quicker to 60mph, but 1mph slower on the top speed. **2009:** 2009MY – Eagerly awaited Generation-two 997 GT3 is launched with larger capacity 3.8-litre, normally aspirated flat-six. New 911 Turbo quickly follows with all-new 3.8-litre, Direct Fuel Injection, twin VTG turbocharged engine, it's the first all-new engine for the 911 Turbo in 35 years. PDK replaces Tiptronic and Porsche offer optional steering wheel mounted paddle-shift controls for the first time. Limited run of 250 Sport Classic models mix Carrera 4 wide body looks with rear-wheel drive and a 408hp 3.8-litre Powerkit engine. Built by Porsche Exclusive it also features a double-domed roof, ducktail rear spoiler and the return of Porsche's famous Fuchs wheels and PCCB as standard. A bespoke leather interior also fitted. 911 GT3 RS is announced alongside Sport Classic at Frankfurt Motor Show. New RS comes with a wider front track, a new aero-pack that doubles downforce, a more powerful version of the Mezger 3.8 litre flat-six and a 25kg drop in kerb weight over a regular GT3. Air-con, PCM and leather all options. **2010:** 2010MY – 530hp Turbo S available as coupé or cabriolet. PDK with paddle-shift, PCCB, dynamic engine mounts, Sport Chrono Package Turbo and Torque Vectoring are all standard. Interior features a dual tone leather trim and adaptive sport seats. The 620hp 911 GT2 RS is the most powerful production Porsche the company has ever built. Based on the GT3 RS it features further aero dynamic tweaks and recalibrated PASM, Traction and Stability control systems. 3.6-litre engine is the final swan song for the Hans Mezger flat-six, and is fitted with a single-mass flywheel and a revised charge air intercooler. It's the first Porsche to feature different N-rated tyres on the front

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aspirated and turbocharged. Six-speed manual gearbox fitted as standard, seven-speed PDK, double-clutch gearbox optional. Porsche shows its green credentials by introducing its cleanest car to-date, claiming a 3.6 Carrera fitted with a PDK gearbox will return over 29mpg.

This heavily revised flat-six engine should prove more reliable now the intermediate shaft is no longer needed, but some of the soul has gone AWOL when it comes to the flat-six's voice. PDK is a revelation, despite some complaining about the up/down buttons being the wrong way round. Although this is easily rectified with the optional paddle-shift controls.

The 911 line-up expanded like no other series under the 997. Along with the regular Carrera, Targa, Turbo and GT models Porsche introduced four-limited production models – GT2 RS, GT3 RS4.0, Sport Classic and Speedster.

The second-generation 997 Series was Porsche's most expansive line-up of the 911 in the car's history with 22 'basic' models having been introduced. Of the 22 models only four aren't available with PDK (Sport Classic, GT3, GT3 RS, GT2 RS and GT3 RS4.0) and two models are only available with the seven-speed double-clutch unit (Turbo S and Speedster). Only five models are offered with a narrow body (Carrera and Carrera S – coupé and cabriolets – and the GT3) with the rest of the range all use the wider body first introduced with the four-wheel drive models. 12 coupés, seven cabriolets, two Targas and a Speedster body are available. Three different size of brakes are fitted, one of which is made from ceramic composite material, two suspension systems are available (passive and active – PASM), with five different front and rear track widths also used. Four different engines are offered.



991: 2012 – TO DATE

Two-door Coupé and Cabriolet, water-cooled and direct fuel injected flat-six, rear-engined, rear- and four-wheel drive. Seven-speed manual and PDK gearbox. New, longer wheelbase, new body and design and new interior. The seventh generation of the iconic 911 was as big a step-change from the 997 as the 993 was to the water-cooled 996. The carry over parts were very few, the changes made were like nothing seen in the last 17 years. The 911 has always innovated and the 991 was no different. There is the new seven-speed manual gearbox, a world first, dynamic chassis control (a first for the 911) and new, electronic power-steering. The latter causing some to declare the 911 as we know it to have passed away. We wouldn't go that far, although the effect it has on the car's character makes the 991 a very different 911 to all that have been before.

There is much to praise about the 991, however. Both engines are a delight to experience, full of zing and guttural grunt. The more powerful, 400hp 3.8-litre has an epic performance reach, but it's the 355hp 3.4-litre that is the sweeter engine. For the first time we'd also consider PDK over the manual gearbox, the latter not as slick nor as precise as its predecessor. Although PDK only makes sense with the optional paddleshift controls.

If you opt for either the GT3 or Turbo models PDK is your only option. Many still haven't picked themselves up off the floor upon hearing that news. Porsche claims the double-clutch is not only quicker and more efficient, but it's what the customer wants. The problem many have is that the 911 was the last bastion of the truly wonderful manual gearbox, and now it's gone from the likes of the GT3 and the Turbo it feels like a chapter has closed when we were still left wanting for more.

and rear axles. Carbon-fibre bonnet – and front wings if you wish – help shed the kilos as do the plastic rear and rear quarter windows. Only 500 built, and all sold out within three-months. To mark its 25th Anniversary Porsche Exclusive builds 356 911 Speedsters. As with the Sport Classic it features the Carrera 4 body with rear-wheel drive running gear and the 408hp Powerkit 3.8-litre motor. PDK only transmission available, PCCB standard and Pure blue paint or white the only colours. Windscreen is 72mm lower than standard and roof is a manual-electric mix that hides under a traditional Speedster double bubble engine cover. First Porsche Speedster for 16 years. The final 997 series 911 could possibly be the best. Carrera GTS is available as either coupé or cabriolet and again mixes the Carrera 4 body with rear-drive running gear; again the 408hp 3.8-litre Powerkit engine does all the work. Six-speed manual or seven-speed PDK are both available, and PCCB is optional. 19-inch RS Spyder design wheels are standard and the GTs also features a SportDesign front bumper and deeper side sills. Inside is a mix of leather and Alcantara with a new SportDesign steering wheel also standard. Rear-seats are optional. **2011:** Just when we thought Porsche was done with the 997 along came one more derivative. A 500hp, normally aspirated 4.0-litre flat-six engine with a crank lifted straight from a GT3 R. The car weighed 1360kg and had aero dynamic add-ons designed specifically for the Nürburgring. Everything about the 4.0RS was extreme. It cherry picked the very best bits from every 997 that had gone before it to produce the ultimate in rear-engined driving thrills. It's unlikely we'll see anything of its kind again. **2012:** Porsche had time for one last 997 swansong: the Carrera 4GTS. As its name suggests it was a four-wheel drive version of the Carrera GTS. This really was the last 997.

MODEL	TRACK (f/r mm)	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62* 6sp/7sp	TOP SPEED (mph)
Carrera	1486/1530	1415	3614	345	285	5.1*/4.2	179
Carrera S	1486/1516	1425	3800	385	310	4.3*/4.1	187
Carrera 4	1488/1548	1470	3614	345	285	5.0*	177
Carrera 4S	1488/1548	1480	3800	385	310	4.7*	184
Carrera GTS	1488/1548	1420	3800	408	310	4.6/4.2	190/189
Carrera 4GTS	1488/1548	1480	3800	408	310	4.6	188
Targa 4	1488/1548	1530	3614	345	285	5.2*	176
Targa 4S	1488/1548	1540	3800	385	310	4.9*	184
GT3	1497/1524	1395	3797	435	317	4.0*	194
GT3 RS	1509/1554	1370	3797	450	317	3.8*	193
GT3 RS4.0	1509/1554	1360	3996	500	339	3.9	193
Turbo	1490/1548	1570	3800	500	479	3.6* (3.2**)	194
Turbo S	1490/1548	1585	3800	530	516	2.9**	195
GT2 RS	1509/1558	1370	3600	620	516	3.5	205
Sport Classic	1492/1550	1425	3800	408	310	4.6	187
Speedster	1492/1550	1540	3800	408	310	4.4	190

* 0-60mph: cars fitted with six-speed manual gearbox; ** cars fitted with Sports Chrono Plus and PDK

991 (2012 –)

2012: 2012 Model Year – Wheelbase (mm): 2450; Length/Width (mm): 4491/1808; Height (mm) 1303/1295 (Carrera/Carrera S) – **Significant developments:** All new 911s featuring a longer wheelbase, a lighter body and more technology than a 911 has every seen. The direct fuel injection engines are carried over from the 997 generation of cars, so to is the seven-speed PDK gearbox. However, a new seven-speed manual gearbox – based on the PDK – was introduced to replace the slick-shifting six-speed manual. Other mechanical highlights include the option of Porsche Dynamic Chassis Control (PDCC) on a 911 for the first time, dynamic engine mounts and torque vectoring. Electric power steering replaced the previous car's hydraulic setup; not one of Porsche's most popular decisions. There was also a new look both inside and out, the new interior regaining the air of quality that some felt had been lacking in more recent 911 generations. The Carrera coupé and cabriolet models were fitted with a 355hp, 3.4-litre engine, the Carrera S models with a 400hp 3.8-litre motor. **2013:** The Carrera 4 and 4S coupé and cabriolet (width: 1852mm) joined the line-up at the end of 2012 as 2013 model year cars. Available with the same engine and gearboxes as the Carrera models, the four-wheel drive variants were equipped with a multi-plate, electronically controlled version of Porsche Traction Management. As with previous Carrera 4 models, the rear of the car was 44mm wider than the two-wheel drive derivatives. At the Geneva Motor Show in March Porsche revealed the new 911 GT3. Those who thought the 991 was a controversial 911 could barely speak when the specification of the new GT3 was announced. Out went the Hans Mezger 3.6-litre engine and in came a 475hp, 3.8-litre direct injection engine based loosely on the Carrera S's motor. This was just the beginning. No manual gearbox would be offered, instead only a heavily revised PDK unit would be fitted. There was also active rear-wheel steering, electric power steering and, for the first time the GT3 was no longer a narrow bodied car, its shell now taken from the wider Carrera 4. Soon after the GT3's announcement came the details for the new 911 Turbo. Well, two actually. The 991 will be available as either a 520hp Turbo or 560hp Turbo S, both fitted with a PDK gearbox only. Active rear-wheel steering, torque vectoring, PDCC, dynamic engine mounts are all available and, for the first time, the 911 Turbo features active aerodynamics for both the front and rear spoilers. The 911 Turbo's body is also 28mm wider than the Carrera 4 at 1880mm.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Carrera	2012	1380	3436	350	287	4.8	179
Carrera 4	2012	1430	3436	350	287	4.9	175
Carrera S	2012	1395	3800	400	325	4.5	188
Carrera 4S	2012	1445	3800	400	325	4.5	185
GT3	2014	1430	3799	475	325	3.5	196
Turbo	2014	1595	3800	520	486	3.4	195
Turbo S	2014	1605	3800	550	516	3.1	197

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grey leather, sat nav£ 42,000



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41,000 miles, (58 - 2008), Silver with black
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31,000 miles, (07 - 2007), Basalt black with
black leather, sat nav£ 36,000



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black leather, sat nav£ 33,000



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63,000 miles, (54 - 2004), Basalt black with
black leather, sat nav£ 25,000



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64,000 miles, (53 - 2003), Silver with black
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62,000 miles, (04 - 2004), Basalt black with
black leather, sat nav£ 24,000

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912: 1965 – 1969; 1975

Two-door Coupé and Targa, rear-engined four-cylinder air-cooled 'boxer' engine. 'The poor man's Porsche' was actually quite expensive, not that this stopped it from building a strong following, especially in the States.

Sharing the 911's body, the 912 was fitted with a 2.0-litre, four-cylinder engine and came with a spartan interior that saw many of the 911's luxuries ditched. Developed on a yearly basis, the 912 closely followed the 911 in terms of new technology and very soon outsold its more expensive brother, with over 30,000 delivered during its first production run. Re-introduced in 1975, a further 2000 examples were built including a Targa Variant.



914: 1970 – 1976

Two-door Coupé with mid-mounted four- and six-cylinder air-cooled 'boxer' engines. Built by Karmann, Porsche's original mid-engined roadster was praised for its unrivalled dynamics, although its boxy looks and awkward gearbox were often criticised. The four-cylinder engines were sourced from VW, and the later six-cylinder Porsche units offered significant performance advantages – and even more of a challenge for the 'entertaining' dynamics. Sales were poor throughout the model's six-year lifespan.



924: 1977 – 1988

Two-door, two+two Coupé, front-engined, four-cylinder water-cooled engine, rear-wheel drive, five-speed gearbox. The 924 was Porsche's first front-engined sports car and production car fitted with a water-cooled engine. Originally conceived, designed and developed for Volkswagen, it was eventually launched as a Porsche, albeit still powered by a VW/Audi sourced engine. Performance wasn't earth-shattering, but its transaxle configuration provided the balance and handling worthy of the badge.

Continual development saw the 924 improve in the performance stakes, especially so when it received the 2.5-litre engine from the 944. Peak performance, however, came with the Turbo models, which delivered the much needed performance gain, ultimately reaching its peak with the Carrera GT, a homologation requirement in order for Porsche to race the car at Le Mans. A handful of more extreme, lighter Carrera GTS models were also built.

Sadly for the 924, with every evolution came a price increase and the coupé quickly went from the affordable entry level Porsche it set out to be, to becoming an expensive, out-dated car.

912 (1965 – 1969; 1975)

912 – Wheelbase (mm): 2211 (1969 – 2268, 1976 – 2272) Length/Width (mm): 4163 (1976 – 4293)/1610. **Significant developments:** 356C four-cylinder engine, four- or five-speed gearbox, disc brakes, MacPherson front and semi-trailing rear suspension, low-spec interior. **1969:** Larger wheelbase and 911 body introduced before production ends for six years. **1975:** Re-introduced using the 914's VW 2.0-litre. Heavier than its predecessor, five-speed gearbox fitted as standard.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
912	1965 to '69	950	1582	90	86	11.6	115
912E	1975	1132	1971	90	98	13.0	110

914 (1970 – 1976)

914 – Wheelbase (mm): 2459 – Length/Width (mm): 4050/1650 **Significant developments:** 1.7-litre VW four-cylinder and de-tuned 911T 2.0-litre six-cylinder engines offered, MacPherson front and rear trailing link suspension, disc brakes all-round, five-speed gearbox and low-spec interior. **1972** – 914-6 dropped due to poor sales. **1973** – 2.0-litre engine becomes an option. **1974** – Bore increase raises displacement to 1795cc.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
914 1.7	1970 to '73	970	1679	76	96	13	108
914 1.8	1974 to '76	970	1795	72	99	12	110
914 2.0	1973 to '76	970	1971	95	105	10.5	115
914/6	1970 to '72	940	1991	110	115	8.2	119

924 (1977 – 1988)

924 Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372; **Significant developments:** Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924; **1977:** Getrag five-speed dog-leg gearbox optional. Rubbing strips added. **Martini 924 SE** launched; **1978:** Bodysell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. **Le Mans SE** model offered; **1981:** Carrera GT introduced. Kurzahls fuel pump introduced. 50th Jubilee SE model offered; **1982:** Carrera GTS introduced. Limited-slip diff an option. Torque converter uprated on auto 'box. Ventilation system upgraded. 911 three-spoke steering wheel now standard; **1983:** Turbo's spoiler becomes standard. Front anti-roll bar uprated to 21mm; **1984:** 924 gets 944 tilt-slide roof mechanism; **1985:** 924 replaced by 924S; **1986:** 924S arrives in UK. 2.5-litre engine shared with 944 (as are gearbox, brakes and suspension) but de-tuned; **1987:** Rear axle strengthened; **1988:** 924 gets 944 engines. Power steering standard. **Le Mans SE** launched.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
924	1976 to '78	1080	1984	125	122	9.9	125
924	1979 to '85	1130	1984	125	122	9.9	125
924 Turbo	1979 to '81	1180	1984	170	181	7.8	140
924 Turbo	1982 to '84	1180	1984	177	185	7.7	140
Carrera GT	1981	1180	1984	210	203	6.9	150
Carrera GTS	1982	1121	1984	245	247	6.2	155
924S	1986 to '87	1190	2479	150	144	8.5	134
924S	1988	1195	2479	160	158	8.2	137

928 (1978 – 1995)

928 Wheelbase (mm): 2500; Length/Width (mm): 4524/1835; Track front/rear (mm): 1551mm – 1552/1530 – 1529mm. **Significant developments:** **1978:** 90° V8, five-speed, rear-wheel drive, independent A arms at front, trailing arms at rear, discs all-round, automatic available, luxury interior **1983:** Regular 928 and 'S' models replaced with by 928 S2 model; **1987:** S4 introduced with 5.0-litre V8 and 316hp; **1989:** 928GT loses 44 kilos and gains 14hp. 0-60mph drops below 6.0 seconds; **1993:** Final 928 GTS sees V8's capacity grow to 5.4-litres and 350hp.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
928	1978 to '82	1490	4474	240	268	7.5*	142
928 S	1980 to '82	1530	4664	300	284	6.8	146
928 S2	1983 to '86	1589	4664	310	295	6.5*	155
928 S4	1987 to '92	1600	4957	316	317	6.0	165
928 GT	1989 to '91	1566	4957	330	317	5.6	165
928 GTS	1992 to '95	1600	5397	350	362	5.2	169

944 (1983 – 1991)

944 Wheelbase (mm): 2400, Length/Width (mm): 4213/1735. Track front/rear (mm): 1472/1451; **Significant developments:** Body based on the 924 Turbo, as was suspension, but used 2497cc engine. Brakes from the 924 Carrera GT; **1985:** New dash, power steering becomes standard. RHD models have left parking wipers. Transmission casing revised. Cast alloy lower wishbones and semi-trailing rear arms standard; **1986:** Turbo launched with 2.5-litre engine, gas-filled shocks, anti-roll bars and four-pot brakes. Power steering standard, redesigned interior; **1987:** LSD revised, ABS, driver and passenger airbags optional. 944 S 16-valve used gearbox and driveshafts from Turbo; **1988:** Turbo SE offered with uprated engine, 7- and 9x16-inch alloys. 944's engine capacity increased to 2.7-litres with larger bore, new block. Celebration SE offered; **1989:** 944 gets ABS as standard, discontinued at end of model year. Turbo gets Turbo S engine and new rear spoiler. S2 production begins in Jan 1989, Cab in July; **1990:** S2 Cabrio launched (70kg heavier than Coupé);



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928: 1978 – 1995

Two-door, two+two Coupé, front-engined, water-cooled V8. Built to succeed the 911, 928 went head-to-head with Jaguar's XJS and Mercedes' SL. V8 engine offered stonking performance and grew to a mighty 5.4-litres and a heady 360hp before stepping aside to allow the 911 to continue its success story. Auto 'box most popular choice, although a manual is the one to go for, and both choices offer intergalactic cruising ability. Dynamically as sharp as any Porsche, the 928's popularity is not without foundation.



944: 1983 – 1991

Two-door, two+two Coupé and Convertible, front-engined, water-cooled. NA and turbocharged. The 944 was an unprecedented success, breaking all sales records and keeping Porsche afloat during the 1980s. The 924's body and turbo suspension formed the basis, but the 944 felt better. Turbo models offer good combination of performance and ability, although the last of the line 16-valve S2 models are probably the better option. If your budget doesn't stretch that far a good 2.7 will do. Cabriolet had sleek looks with Coupé's performance, though loss of rigidity takes shine off the driving experience. Considered to be the perfect introduction to Porsche ownership.



959: 1988

Two-door, two+two Coupé, flat-six, twin-turbocharged water/air-cooled flat-six. 197mph, 4WD, supercar. Based (lightly) around the 911, the 959 was Porsche's homologation special for Group B rallying. A technical *tour de force* for its time, the 959 boasted all-wheel drive with active torque split-drive, selectable traction settings (dry, wet and snow conditions), electronically-adjustable ride height and damper control, water-cooled cylinder heads and multi-stage turbocharging, and a 911 evolved composite body providing 'zero-lift'. All 283 959s built cost Porsche more than double the price the customer was asked to pay.



968: 1992 – 1995

Two-door, two+two Coupé and Cabriolet, front-engined, water-cooled. Porsche's last attempt at a front-engined Coupé resulted in its best effort to date. What the 944 derived 3.0-litre four-cylinder engine lacked in character, its chassis – especially in Club Sport spec – soon made up for. Regular car not as sharp as bare-to-the-bone Club Sport or semi-stripped Sport, but all offer one of the best front-engined/rear-drive experiences. Convertible lacks dynamics and looks a little frumpy, while limited edition Turbo S offer 911 levels of performance. Comparatively cheap to buy and run, 968 is one the safest Porsche ownership experiences.

1991: Turbo Cab launched, airbags standard on European Turbo models.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
944	1982 to '87	1180	2497	163	151	8.4	131
944	1988 to '89	1260	2681	165	166	8.4	136
944 S	1987 to '88	1280	2497	190	170	7.9	142
944 S2	1989 to '91	1310	2990	211	207	6.9	149
944 Turbo	1985 to '88	1350	2497	220	243	6.3	152
944 Turbo	1989 to '91	1350	2497	250	258	5.9	162
944 Turbo S	1988	1350	2497	250	258	5.7	162

959 (1988)

959 – Wheelbase (mm): 2272 – Length/Width (mm): 4260/1840 – **Significant developments:** Air-cooled six-cylinder engine, liquid-cooled heads, four-valves per cylinder, twin turbocharged. All-wheel drive, six-speed gearbox, active split-driver, double wishbone suspension front and rear with adjustable ride height. Aluminium and composite body panels, four shocks per 17-inch wheel, 322 and 308mm discs front/rear. Adjustable ride height and dampers.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
959	1988	1451	2847	450	370	3.7	197

968 (1992 – 1995)

968 – Wheelbase (mm): 2400, Length/Width (mm): 4320/1735, Track front/rear (mm): 1477/1451 (1457/1445 with 17" wheels) – **Significant developments:** 3.0-litre four-cylinder S2-derived engine, S2 suspension, four-pot fixed callipers, ABS and 7- and 8x16-inch alloys; **1993:** Lower spec and stripped down Club Sport launched with 7.5x17-inch alloys (front) and 9x17-inch (rear), no driver's airbag and all 'unnecessary' equipment (electric windows, sunroof etc) removed. Turbo S launched with 8-valve Turbo head and 305hp. Similar spec to CS; **1994:** 968 Sport introduced with same chassis tweaks as Club Sport but with a number of creature comforts (and weight) reinstated. Standard 968 dropped from line-up, Sport and Club Sport continue for further 12 months.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
968	1992 – 1994	1370	2990	240	225	6.5	156
968 Sport	1994 – 1995	1400	2990	240	225	6.5	156
968 Club Sport	1993 – 1995	1320	2990	240	225	6.3	160
968 Turbo S	1993 – 1994	1300	2990	305	369	5.0	175

Boxster 986 (1997 – 2004); 987 (2005 – 2009);

2009 – 2013); 981 (2013 –)

BOXSTER – Wheelbase (mm): 2400, Length/Width (mm): 4133/1740 Track front/rear (mm): 1465/1528 ('96-'03), 1455/1514 (03-'04) – **Significant developments:** Introduced in 1997 with 2.5 'boxer' engine, five-speed manual transmission, four-pot callipers front and rear, ABS, dual and side airbags; **1999:** Boxster S launched with 3.2-litre version of boxer engine and six-speed gearbox. White dials, titanium-trimmed windows and twin-centre exit exhaust pipes and larger 17-inch alloy wheels only exterior change to distinguish 'S' from standard model. Entry-level Boxster's engine capacity raised from 2.5- to 2.7-litres, resulting in healthy power hike to 220hp. Both models available with five-speed Tiptronic gearbox; **2003:** Boxster's first face-lift. Both 2.7 and 3.2S models gain extra 8hp, raising power to 228hp and 252 respectively. S's torque also up by 3lb ft. Front and rear bumpers are new, and the air intakes are improved for both aerodynamics and cooling. New retractable rear spoiler also fitted. Clear indicators, upgraded interiors (cup holders), sportier exhaust note and lighter alloy wheels help differentiate the new from the old.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	Hp	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.5	1997 to '99	1260	2480	205	180	7.0	155
Boxster 2.7	1999 to '02	1260	2687	220	192	6.6	156
Boxster S	1999 to '02	1295	3197	252	225	5.9	161
Boxster 2.7	2003 to '04	1275	2687	228	192	6.4	157
Boxster S	2003 to '04	1295	3179	260	228	5.7	164

BOXSTER 987 (2005MY –) Wheelbase (mm): 2415, Length/Width (mm): 4315/1780, Track front/rear (mm): 1490/1534 (2.7), 1486/1528 (3.2S) – **Significant developments:** **2005:** 2.7 and S launched with subtly revamped exterior and new interior. 2.7 gains 12hp over old model, while 3.2-litre ups power by 20hp. Torque is also increased in both cars. PCCB, PASM and Sport Chrono pack are optional extras, variable ratio steering rack standard; **2006:** 2007 Model Year – VarioCam Plus engines from the Cayman and Cayman S replace existing engines; power up to 245hp and 295hp respectively, revised Tiptronic S software; **2009:** 2009 Model Year – All-new flat-six engines: 255hp 2.9-litre is new entry model, 310hp 3.4-litre motor with direct-fuel injection for the S. Six-speed manual gearbox standard, seven-speed PDK optional. Limited-slip differential, touchscreen sat-nav and Bluetooth phone are all optional extras. Both models get new front and rear bumpers.

2010: The lightest production Porsche money can buy goes on-sale in the form of the Boxster Spyder. Electric folding roof is replaced with a Lotus Elise style canvas rag, there's a new engine cover, aluminium doors and front luggage compartment lid and the radio, sat-nav and air-con have all been ditched. The standard seats are hip hugging sport bucket items and the doorcards and door pulls are inspired by the 911 GT3 RS. There is even a set of lighter alloy wheels and the ECU map from the Cayman S to extract a further 10hp from the 3.4-litre motor. Six-speed manual is standard, PDK optional with Sport Chrono Plus and Launch Control Porsche claim a 4.8-second 0-62mph time.



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BOXSTER (986): 1997 – 2004; BOXSTER (987): 2005 – 2012

Two-door, mid-engined, six-cylinder convertible. The saviour of Porsche after the recession-hit '90s, the Boxster offered true entry-level Porsche ownership. 911-esque looks drew criticism from press (and 911 owners!), but sublime chassis and instant responses more than made up for this. Early straight-line performance worries of original cars now totally forgotten thanks to 2.7 and 3.2 S engines. Boxster S is now serious contender for the only Porsche you'll ever need. Superb chassis dynamics provides Boxster with serious point-to-point ability and rewards are purer for some than current 911s. Image not the strongest, but crucially Boxster stimulates all the right senses and is a real mini-911 with down-to-earth running costs.

Eight years after the first car's launch a heavily revised Boxster arrived. Both the 2.7 and 3.2 S feature slightly improved straight-line performance and a new exterior, but the real step forward is in cabin quality, which now mimics the 997's for layout and quality.

With the old Boxster still at the top of the roadster pack, Porsche needed to do little to the driving dynamics to keep the new model fresh. However, like it did with the 997, Porsche has achieved the impossible and made an almost perfect car even greater. S receives Cayman S's 3.4 engine, 2.7 gets 5hp boost.

2010 saw the introduction of the lightest Porsche road car: the Boxster Spyder. Weighing 80kg less than the Boxster S on which it is based it's been on a extreme diet. The electronic hood is replaced by a canvas rain cover saving 21kg. The doors and front luggage lid are aluminium and the interior has been comprehensively stripped with no radio, air-con, cup holders, door pulls and door bins. Even the wheels are lighter. The Boxster was already a dynamic masterpiece, but the Spyder takes things to the next level. Replacing the original Boxster was never going to be an easy task, but in the 981 it appears Porsche managed to do just that.



BOXSTER 981: 2012 –

Two-door, two-seat, mid-engined roadster. 2.7 or 3.4-litre water-cooled flat-six, rear-wheel drive, six-speed manual gearbox fitted as standard, seven-speed PDK double-clutch gearbox available as an option. How do you improve on perfection? In the Boxster's case we're not sure how but we're sure glad they had a go. What, on paper at least, looks like a collection of individual improvements and upgrades amount to a finished product that is one of Porsche's very best road cars.

The Boxster has always been inherently right and in the 981 Porsche improved on its mid-engined dynamics further still allowing you to maximise the performance on offer from either of its flat-six engines. That it also looks more honed and aggressive, has a far greater quality interior and now comes equipped as standard with those little bits of kit that should have always been so, makes for one of the best sports car packages you can buy.

The 2.7 needs enthusiasm to extract the most from it and if it was our money we'd go for a 3.4S straight-out-the-box with only a slippery diff the essential extra to take full advantage of the car's sublime chassis.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62 0-60*	TOP SPEED (mph)
Boxster 2.7	2005 to '07	1295	2687	240	200	6.2	160
Boxster 3.2S	2005 to '07	1345	3179	280	237	5.5	168
Boxster 2.7	2007 to '09	1295	2687	245	201	6.1	160
Boxster 3.4S	2007 to '09	1345	3386	295	251	5.4	169
Boxster 2.9	2009 to '12	1335	2893	255	214	5.9	163
Boxster 3.4S	2009 to '12	1355	3436	310	265	5.3	170
Boxster Spyder	2010 to '12	1275	3436	320	273	5.1	166

BOXSTER 981 (2012MY –) Wheelbase (mm): 2475, Length/Width (mm): 4374/1801. Track front/rear (mm): 1526/1536 (2.7), 1526/1540 (3.4S) – **Significant developments: 2012:** Just like the 911 the Boxster came in for a major overhaul in 2012, its first since the original was launched in 1996. A longer wheelbase, lighter, wider track and cleaner, more efficient engines the Boxster had grown into a true thoroughbred. The range now started with a 265hp 2.7-litre engined Boxster, fitted with a six-speed manual as standard or available with the optional seven-speed PDK (which adds 30kg to the kerbweight). The Boxster came with the same transmission options but was powered by a 315hp 3.4-litre engine. PASM is optional on both models, so too are dynamic engine mounts and Porsche Torque Vectoring which also includes a mechanical locking differential. Electromechanical power steering is standard. Wheels sizes range from 18 through to 20s, and the brakes are more powerful, the S borrowing its discs and callipers from the 991 Carrera. An electric parking brake is now standard, PCB still optional. The 981 wears a completely new body and new roof and the interior takes its styling cues from the 991.

MODEL	MODEL YEAR	WEIGHT kg	ENGINE cc	HP	TORQUE (lb ft)	0-62	TOP SPEED (mph)
Boxster 2.7	2012 –	1310	2706	265	206	5.8	164
Boxster 3.4S	2012 –	1320	3436	315	265	5.1	173

Cayman 987 (2005 – 2009; 2009 – 2013), 981 (2013 –)

Cayman S – Wheelbase (mm): 2415, Length/Width (mm): 4315/1801, Track front/rear (mm): 1490/1534 (Cayman), 1486/1528 (Cayman S); **2006** – 3.4-litre water-cooled flat-six is enlarged Boxster S engine with 997 Carrera 2 internals producing 15hp and 14lb ft of torque over the mid-engined roadster. Six-speed manual gearbox is standard with first and second ratios shorter than those found in the Boxster S. Tiptronic S optional, variable rate steering also carried over from Boxster and Carrera models. Boxster S brakes standard fitment, but PCCB optional as is Porsche Active Suspension Management (PASM) and Sports Chrono pack. Body is 100 per cent stiffer than Boxster S, and is as stiff as a 997 Carrera 2 Coupé, Porsche Stability Management (PSM) comes as standard; **2006:** 2007 Model Year – Entry-level Porsche coupé receives 2.7-litre flat-six engine fitted with VarioCam Plus technology. Five-speed manual gearbox standard, six-speed manual and five-speed Tiptronic S available as option. Steel springs and gas dampers standard, PASM optional; **2009:** 2009 Model Year – All-new flat-six engines with 265hp 2.9 replacing 2.7 engine, with a new 320hp 3.4-litre motor for the S, which also comes with direct-fuel injection as standard. Six-speed manual gearbox standard with seven-speed double clutch PDK an option. Optional limited-slip differential turns it into a genuine 911 alternative. Mild redesign includes new bumpers and head and tail-lamps. PCM3 is available with touchscreen sat-nav and Bluetooth phone capability. **2011:** 2011 Model Year – Cayman R introduced; lighter more powerful version of Cayman S with 330hp and 1295kg kerb weight. Aluminium doors and front bonnet, 19-inch wheels and an Alcantara sport interior. First R model in 43 years. Series production car.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Cayman S	2005 – '09	1340	3386	295	251	5.4	171
Cayman 2.7	2007 – '09	1300	2687	245	201	6.1	162
Cayman 2.9	2009 – '12	1330	2893	265	221	5.8	164
Cayman S	2009 – '12	1350	3436	320	273	4.9	171
Cayman R	2011 – '12	1295	3436	330	273	5.0*	175

*manufacturer's claim

Cayman 981 – Wheelbase (mm): 2475, Length/Width (mm): 4380/1801, Track front/rear (mm): 1526/1536 (Cayman), 1526/1540 (Cayman S); **2013** – 275hp, 2.7-litre and 325hp 3.4-litre DFI flat-six engines. Six-speed manual gearbox standard, seven-speed PDK optional (adds 30kg). New, lighter body and longer wheelbase; electromechanical power steering standard. PASM, Porsche Torque Vectoring and mechanical locking diff all optional as is the Sport Chrono pack and launch control and a sports exhaust. 18-20-inch wheels available, brakes carried over from the Boxster, including 991 Carrera stoppers for the Cayman S, PCCB optional. New interior as per 981 Boxster making the Cayman a serious alternative to a 911. As with all modern Porsches it is very spec sensitive and in our experience less always amounts to more. **2014:** Cayman GTS arrives and finally moves the Cayman story on. 3.6-litre flat-six produces 340hp with 280lb ft torque. The heaviest Cayman to date (1345) is offset by the additional power, the package has been tailored to provide the best possible driving experience. PASM and Sport Chrono with Dynamic Engine Mounts come as standard. Standard GTS alloy wheels are 8 (front) and 9.5 (rear) x20-inch Carrera S rims. A no cost option is Sports suspension lowering the car by -20mm. The one to have. **2015:** The Cayman we'd all been waiting for. 991 Carrera S 3.8-litre flat six, GT3 aluminium suspension and chassis parts, PTV, PSM fitted as standard. Only available with a six-speed manual gearbox, shade lighter than the GTS (1340kg) but the rest of the figures don't do it justice. The 385hp figure is conservative, it feels quicker, 310lb ft torque equate to a 0-62 time 0.2-seconds quicker than the GTS. Six-piston calipers (front), four-piston calipers (rear), ventilated discs or optional PCCB. A cut price GT3 and finally a Cayman to give the 911 a run for its money.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62*	MAX MPH
Cayman 2.7	2013 –	1310	2706	275	213	5.7	165
Cayman 3.4S	2013 –	1320	3436	325	272	5.0	175

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CAYMAN 987: 2005 – 2013

Two-door, mid-engined, six-cylinder coupé. Its near perfect weight distribution and mid-engined dynamic stability make the Cayman one of the finest drivers' cars ever made. This is something Porsche is acutely aware of, hence the model is not available with a limited-slip differential and, until further notice, we will only see smaller-engined variants of the Cayman to avoid any deflection for the company's headline sports car.

At the end of 2010 Porsche announced the Cayman R at the LA Auto Show. Following a similar development programme as the Boxster Spyder, the Cayman R is a lighter, more powerful version of the Cayman S. Power is up 10hp to 330hp, and the kerb weight drops 55kg to 1295kg. Aluminium for the bonnet and doors and a stripped interior and a smaller fuel tank are all contributing factors to the weight loss.



CAYMAN 981: 2013

Two-door, mid-engined, six-cylinder coupé. Like its Boxster sibling the Cayman underwent a thorough overhaul in 2012, which must have been a thankless task for the engineers as the outgoing 987 was deemed one of the best sports cars money could buy.

Once again, though, Porsche's engineers came up trumps and produced a truly sensational car. Still sharing much with the Boxster – wheelbase, engines, gearbox, suspension and steering – the Cayman was finally let of its leash and allowed to show us just what it is capable of. Alert, precise, involving and dynamically astute, the 981 Cayman is one of the purest drivers cars and greatest sports cars to have come out of Stuttgart. It really is that good.

The 2.7-litre car needs working hard to maximise its performance, but the 3.4S is honey sweet providing the perfect blend of performance with precision to make it one of the quickest cross-country cars you can buy. The manual is still the slick six-speed car carried over from the 987 and is still the default option. Even the electric power steering doesn't seem to effect the Cayman like it does the Boxster and Carrera models. Porsche perfection? Possibly.



CAYENNE: 2014 –

Five-door, front-engined SUV. The changes are subtle for this, the fourth generation Cayenne ahead of the arrival of a completely new model expected in 2017. Five models were made available at launch, very much continuing where the previous version left off: S, Turbo, Diesel, Diesel S, and S E-Hybrid. They now have more power and torque, lower fuel consumption, sharper and cleaner exterior design and increased levels of interior comfort. Visual changes primarily comprise a longer aluminium bonnet, shapelier headlights (now incorporating the daytime running lights in a similar fashion to the Macan) and revised rear styling to match. Adaptive cooling vanes hidden in the front bumpers of the

Cayman GTS	2014 –	1345	3636	340	280	4.6	177
Cayman GT4	2015-	1340	3800	385	310	4.4	183

*manufacturer's claim

Cayenne (2003 – 2007; 2007 – 2010; 2010-)

Cayenne – Wheelbase (mm): 2855, length/width (mm): 4782 (4786 Turbo)/1928, track front/rear (mm): 1655 – 1641/1670 – 1656 (17-20-inch wheels); Introduced in 2003 with choice of normally-aspirated or twin-turbocharged 4.5-litre V8. Six-speed manual gearbox for five- and six-speed Tiptronic S for Turbo (optional on S). Porsche Active Suspension Management (PASM), adjustable ride height, electronic damper control, differential locks, six-pot callipers, 18-inch alloys standard, 19- and 20-inch optional. Porsche Traction Management, PSM, ABS, ABD and ASR all standard; **2004:** Entry-level Cayenne is the first Porsche to sport V6 power. 24-valve engine produces 250hp and 228lb ft, transmitted through a six-speed manual transmission. Steel springs standard, PASM and air suspension optional. V6 is also fitted with smaller brakes; **2006:** 2006 Model Year – Cayenne Turbo S gains an extra 72hp, 0-62mph in 5.2 seconds, 167mph and 2355 kilos; **2007:** 2007 Model Year – Second generation Cayenne: V6, V8 S and Turbo all get direct fuel injection engines to improve performance, economy and emissions, while face-lift improves the looks. Porsche Dynamic Chassis Control active anti-roll bars available on cars with PASM; **2007:** 2008 Model Year – GTS model introduced. Combines Turbo looks with V8 S running gear. Shorter ratios in both manual and Tiptronic gearbox fitted. Turbo brakes standard. New Turbo S model announced. Power up to 550hp, torque to 553lb ft, 174mph and a 0-60mph in 4.3 seconds; **2009:** 2009 Model Year – Porsche does the dirty and introduces a Cayenne diesel. Three-litre Audi sourced V6 is available in entry-level trim only but comes with six-speed Tiptronic S as standard. 100-litre fuel tank capacity provides over 600 mile range and 30mpg. **2010 Cayenne** – Wheelbase (mm): 2895, length/width (mm): 4846/1939, track front/rear: 1655 (1643 Turbo)/1669 (1657 Turbo); Introduced in 2010 this is the first all-new Cayenne since the original. Bigger in every dimension the new Cayenne's design does an amazing job of disguising the car's larger dimensions and its natural bulk. Engine range is carried over from the previous model but now includes Porsche's very first Hybrid powered vehicle with the Hybrid Drive model which sees a 3.0 supercharged V6 working in parallel with a 47hp electric motor. All but the entry level Cayenne V6 petrol are equipped with a new eight-speed Tiptronic automatic gearbox (the V6 gets a six-speed manual as standard). Porsche has also done away with the original Cayenne's heavy duty four-wheel drive system, replacing the low ratio gearbox with the latest development of Porsche Traction Management with the enhanced electronics of the new Tiptronic S transmission. Diesel and Hybrid models get permanent all-wheel drive, while the others get an active system. PASM, PDCC and PCCB are all optional extra. All Cayenne's also get a new interior based on the design first seen in the Panamera and provides a higher level of quality and refinement that was missing in the outgoing model. **2012:** The line-up grows with the introduction of the GTS. Fitted with the same 4.8-litre V8 as the Cayenne S, the GTS engine receives a host of modifications and upgrade that push power to 420hp and torque to 380lb (up 20hp and 11lb ft respectively). Eight-speed Tiptronic S is the only gearbox fitted and the chassis combines steel springs with PASM. Air suspension is an option. The GTS rides 24mm lower than an S, has a wider front and rear track and 20-inch wheels are standard. Front bumper and lights are from the Cayenne Turbo, there is a new lower lip spoiler, side skirts and a bi-plane rear wing. The windows are framed with a black gloss trim. Leather and Alcantara trims the interior. **2013:** Two new Cayenne's for the 2013 model year: the S Diesel and the Turbo S. The latter is a bell-and whistles Turbo with the boost wound up and the power increased 50hp to 550hp. Two-tone leather options are standard as is a host of standard equipment that is optional on the Turbo. The S Diesel takes a twin-turbo charged 4.8-litre Audi V8 diesel and creates the best Cayenne we've sampled. The spec is the same as the petrol engined S, but with enough torque to tear-up the book of torque clichés.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62/60*	MAX MPH
Cayenne S	2003 to '06	2245	4511	340	310	7.2	150
Cayenne Turbo	2003 to '06	2355	4511	450	457	5.6	165
Cayenne	2004 to '06	2160	3189	250	228	9.1	133
Cayenne Turbo S	2006 to '07	2355	4511	521	531	5.2	167
Cayenne	2007 to '10	2160	3598	290	283	8.1	141
Cayenne S	2007 to '10	2225	4806	385	369	6.5*	156
Cayenne Turbo	2007 to '10	2355	4806	500	516	5.0*	171
Cayenne GTS	2007 to '10	2225	4806	405	369	6.1	157
Cayenne Turbo S	2008 to '10	2355	4806	550	553	4.0	174
Cayenne Diesel	2009 to '10	2240	2967	240	405	8.3	133
Cayenne	2010 –	1995	3598	300	295	7.5	143
Cayenne Diesel	2010 –	2100	2967	240	405	7.8	135
Cayenne S	2010 –	2065	4806	400	369	5.9	160
Cayenne S Hybrid	2010 –	2240	2995	380 ¹	427 ¹	6.5	150
Cayenne Turbo	2010 –	2170	4806	500	516	4.7	172
Cayenne GTS	2012 –	2085	4806	420	379	5.7	162
Cayenne Turbo S	2013 –	2215	4806	550	553	4.5	175
Cayenne S Diesel	2013 –	2195	4134	382	627	5.7	156

¹ when combined with electric motor, 333bhp and 324lb ft without. * 0-60 mph time

Porsche Carrera GT (2003 – 2006)

Carrera GT – Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587 **Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, revving to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod axles front and rear, 19-inch magnesium alloy wheels, 380mm ceramic composite discs front and rear with six-pot callipers. Built at Leipzig plant in Berlin, in left-hand drive only, over 1260 examples were built between November 2003 and May 2006.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Carrera GT	2003 to '06	1380	5733	612	435	3.9	205



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Most Models

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new Cayenne are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

The biggest news is that the old petrol V8 has been replaced with a 3.6-litre bi-turbo petrol engine – part of Porsche's downsizing practices. It's the same unit we've seen in the Macan, and with 420hp and 550Nm torque on paper the new Cayenne offers greater performance than its eight-cylinder forebear. But, if you're talking about a petrol Cayenne then it's really all about the Turbo. In the Turbo we get the 4.8-litre bi-turbo V8 engine putting out 520hp with 750Nm of torque; it's fast and capable.

The Diesel and Diesel S should be the best-selling Cayenne models for Porsche in the UK. The Diesel model makes use of the three-litre V6 coupled to the eight-speed Tiptronic. We expect that this will be the more popular choice in the UK, but the Diesel S really is brilliant and worthy of serious consideration despite being an older engine (the only engine which is not Euro 6 compliant) and commanding an £11,572 price premium over the £49,902 for the Cayenne Diesel. The power delivery is refined and almost like a petrol car, arriving low down. What's interesting is that the Diesel S is almost as quick as the Turbo, over £30,000 cheaper, and it's more economical.

The first plug-in Hybrid vehicle in the premium SUV segment, the S E-Hybrid uses the same drivetrain as the Panamera S E-Hybrid, although there are differences – chiefly the batteries. Driving requires an altogether new mindset. At £61,434 it's almost exactly the same price as the Diesel S – choosing between them is a question of priorities.



CARRERA GT: 2003 – 2006

Two-door, mid-engined, V10 Roadster. Still born Le Mans racer evolves into the greatest supercar every built. Carbon-fibre tub, 612hp V10, 205mph maximum and a birch wood gear knob. Perfection!



PANAMERA: 2009 – 2013

Five-door, front-engined, rear-and four-wheel drive saloon-coupé; normally aspirate, turbocharged and supercharged V6 and V8 petrol, diesel and hybrid engines, six-speed manual and seven-speed PDK transmission. The last new Porsche to be launched while Dr. Wendelin Weideking was running the company, the Panamera is Porsche's fourth model line and, according to the company, a car that creates a new class. Powered by either a normally aspirated 4.8-litre V8 or a twin-turbo charged version of the same engine, Panamera is available in rear-wheel drive 'S' guise with a six-speed manual gearbox, or an all-wheel drive 4S or Turbo (both only available with the 7-speed PDK gearbox, which is also an option for the S).

3.6-litre V6 engine added to the line-up in 2010 with rear and four-wheel drive options. Rear-drive model gets six-speed manual as standard, Panamera 4 the seven-speed PDK and PASM suspension. V6 offer all the luxury and comfort of the V8 models. Only a four-seater, the Panamera's interior is the most striking Porsche has designed for decades, and as you'd expect of such a car there is very little in terms of luxury or convenience that has been omitted from the specification or options list.

Panamera range is extended further with the cracking diesel model in 2011, along with the S Hybrid and slightly bonkers Turbo S. The former two are rear-wheel drive only

Panamera: 2009 – 2013: 2014 – To Date

Panamera S, 4S, Turbo – Wheelbase (mm): 2920, Length/Width/Height (mm): 4970/1931/1418, Track front/rear (mm): 1658/1662 (1656/1646 Turbo); **2009 – 2010MY** 400hp 4.8-litre water-cooled eight-cylinder engine or 500hp 4.8-litre water-cooled twin-turbocharged eight-cylinder engine, both engines feature Direct Fuel Injection (DFI) and VarioCam Plus one-sided variable camshaft management with adjustable valve lift, both engines meet EuroV emissions; six-speed manual gearbox and rear-wheel drive for S model, seven-speed PDK optional; 4S and Turbo models feature electronically controlled four-wheel drive transmission with Porsche Traction Management and PDK fitted as standard along with Auto Stop-Start. Engines are adapted from Cayenne SUV, but PDK transmission is unique to Panamera and differs from the unit in the company's sports cars. Double-wishbone front suspension, multi-link at the rear with Porsche Active Suspension Management (PASM) standard on all models, self-levelling adaptive air-suspension standard on Turbo. Porsche Stability Management comes as standard featuring: ABS brakes; ASR anti-slip control; MSR engine drag force control; ABD automatic brake differential; Brake Assistant; and a pre-filling of the brake system. Porsche Dynamic Chassis Control (PDCC) and Porsche Ceramic Composite Brakes (PCCB) optional on all models. 18-inch wheels standard on S and 4S, 19-inch on Turbo; Variable rate steering standard, speed sensitive Servotronic steering optional. All models feature adaptive aerodynamics, with the S and 4S models utilising a two-way spoiler and the Turbo a four-way item. 4S and Turbo get 100-litre fuel tanks, the S has a 80-litre tank. Four individual seats for interior. Eight airbags fitted as standard; bi-xenon headlights standard across the range, adaptive light function for Turbo. Radar-based distance cruise control, four-zone air-conditioning, Porsche Entry & Drive (standard on Turbo) and Burmester High-End Sound system all feature on the options list. Sports Chrono Package Plus also optional and when combined with PDK offers Launch Control function.

2010 – 2010MY The first non-V8 engined Panamera arrives in the form of the 3.6-litre V6 petrol model. Panamera V6, is available a rear or four-wheel drive, the former available with either a six-speed manual or optional seven-speed PDK, the later is PDK only. Engine produced 300hp and 295 lb ft of torque. Standard specification is the same as a V8 engined S model, except for a tyre pressure monitoring system and a PASM suspension, which are optional. **2011 – 2012MY** The Panamera many were waiting for (well, in Europe at least) arrived in time for the 2012 model year in the shape of the Panamera Diesel. The 3.0-litre V6 turbocharged engine is donated by Audi and produces 250hp and 405lb ft of torque through an eight-speed Tiptronic S gearbox and with drive only to the rear wheels. The specification is on par with a V6 petrol engined Panamera with steel springs and gas dampers standard, PASM and air both optional. An 80 litre fuel tank is standard, providing a 745-mile range, the optional 100-litre tank providing 894-miles before refills. Along with the Diesel Porsche also added another fuel miser to the Panamera range in the guise of the S Hybrid. Following the path of the Cayenne S Hybrid, it's fitted with a 3.0-litre supercharged petrol V6 engine that produces 333hp and 324lb ft of torque, this is then connected to a 47hp, 221lb ft electric motor. Energy for the electric motor is stored in batteries fitted under the boot floor and these are charged via the engine and regenerative sources such as braking. Drive is to the rear-wheels only and via the eight-speed Tiptronic S gearbox. Standard spec is somewhere between an S and a Turbo model with both PASM and air-suspension both standard equipment; 19-inch wheels are standard. Full electric range is 1.2-miles and the electric motors have a 46mph maximum speed. The anecdote to Porsche two fuel sipping, CO2 friendly Panameras came in the form of the Turbo S – a Panamera Turbo would up to 11. The pair of turbo-chargers get lighter vanes made from a mix of titanium and aluminium allowing for a 30 percent reduction in spool-up time and the ECU has been remapped. Peak power climbs 50hp to 550hp and torque to 553lb ft in standard trim, or 590lb ft in Sport Plus mode via the standard Sport Chrono Package. 20 inch wheels are standard and the front and rear wheels are half and one inch wider. PDCC (Porsche Dynamic Chassis Control) and PTV+ (Porsche Torque Vectoring plus) are standard as is a electronic locking differential. Side skirts and a painted rear spoiler are standard and Agate grey exterior paint is exclusive to the model. Inside 14-way adjustable seats are standard. **2012 – 2012MY** Take a Panamera 4S, fit a Porsche Exclusive bodykit and allow the engineers time with its 4.8-litre V8 on a dyno and you get the GTS. Active air intakes, reprofiled camshafts and a revised ECU extract a further 30hp from the bent-eight and an additional 15lb ft of torque. Turbo brakes are standard, as is air suspension and PASM – which is reprogrammed to be tauter. Porsche Sport Chrono Plus is also standard as is the Turbo's four-piece rear spoiler and the 19-inch alloy wheels. The chassis is 10mm lower and there 5mm spacers fitted to the rear axle. 18-way adjustable front seats and a sports steering with paddles are also standard. Four-wheel drive is the only configuration along with the seven-speed PDK.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera	2010 – 2013	1730	3605	300	295	6.8	162
Panamera 4	2010 – 2013	1820	3605	300	295	6.1	159
Panamera S	2009 – 2013	1770	4806	400	369	5.0	175
Panamera 4S	2009 – 2013	1860	4806	400	369	4.4	175
Panamera Turbo	2009 – 2013	1970	4806	500	516*	3.5**	188
Panamera Diesel	2011 – 2013	1880	2967	250	405	6.8	150
Panamera GTS	2012 – 2013	1920	4806	430	383	4.5	178
Panamera S Hybrid	2012 – 2013	1980	2995	380	427	6.0	167
Panamera Turbo S	2012 – 2013	1995	4806	550	553	3.8	190

* 567lb ft when in Sport Plus Mode when Sport Chrono Package Plus fitted. ** 0-60mph time

2013– 2014MY The gen-2 Panamera gets a new front and rear bumper, new lights and side sills and a range of new engines. The interior is untouched. Out goes the 4.8-litre normally aspirated V8 for the S and 4S models and in comes a 3.0-litre biturbo V6 that's more powerful than the V8 it replaces. The big V8 stays for the GTS and the Turbo, and the 3.6-litre petrol V6 still lprogs up the range along with the 3.0-litre turbo diesel. The big change is to the hybrid model. Now called the S E-Hybrid, it mates the 3.0-litre supercharged V6 with an electric motor that's twice as powerful and battery pack that can store five times the energy. And if that's not enough, the E-Hybrid is also a plug-in hybrid which means you can charge the car while you're at work, asleep or being dragged around the shops. Other mechanical changes include the dropping of the six-speed manual - it's

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and come with the conventional eight-speed Tiptronic S gearbox. In early 2012 the range is topped off with the GTS – a breather on Panamera 4S with more power, a Turbo look and sport inspired interior. It's no GT3 but it's a great way to hustle nearly two tons.



918 SPYDER: 2014 –

Two-door, mid-engined, petrol-electric plug-in hybrid. The supercar has evolved into the hypercar, one that combines the thoroughbred engine from an LMP2 race car with the pioneering engineering of electric motors and lightweight(ish) batteries. The 918 signals the beginning of a new dawn for Porsche, one that provides the company with a halo product on which to hang its Cayenne, Panamera, Macan and, potentially 911 hybrids from. To help the 918 along the way its launch coincides with Porsche's return to top flight sports car racing, including Le Mans, with an all-new LMP1 race car. A petrol-electric hybrid race car. The 918 has a lot to deliver, but on the eve of its launch it made an impressive debut with a sensational 6 minute 57 second lap of the Nürburgring Nordschleife.



MACAN 2014 –

Five-door, front engine, permanent four-wheel drive compact SUV, six-cylinder turbocharged petrol and diesel engines; seven-speed PDK transmission. Built to fulfill Porsche's ambitions to build 200,000 cars by 2018 the Macan is the company's answer to Land Rover's Evoque, BMW's X3 and Mercedes GLA in the premium compact SUV sector. Porsche forecasts to build 50,000 Macans a year and will add to the range with another diesel engine – a four-cylinder this time – a petrol-hybrid and a four-cylinder petrol engine.

The Macan launches with two trim levels, the S and the Turbo. The former is available with either a twin-turbocharged V6 petrol engine or single-turbo diesel V6. The Turbo is fitted with a 3.6-litre twin-turbocharged engine. A Turbo S and GTS trim-line is expected to join the line-up, along with a more basic trim level to sit below the S models; expect this to be offered with a four-cylinder engines, both petrol and diesel.

Sitting below the Cayenne in Porsche's SUV line-up, the Macan is lighter by over 100kgs, 16cm shorter in overall length, eight centimetres lower in height and sits on a wheelbase eight centimetres shorter than the Cayennes. The Macan is usefully quicker than its big brother, too, with the petrol S model faster to 62mph than the quickest normally aspirated Cayenne, the GTS. The Macan Turbo's sprinting prowess sits neatly between the Cayenne Turbo and Turbo S. The smaller SUV is also usefully more fuel efficient and cleaner than its big brother, too.

Porsche's decision to build the Macan is not just to piggy back into an established growing market, it is serious about its latest addition to the model range. How so? Rather than share production resources with other VW Group brands also building similar cars for the same market, the Macan will be built exclusively at Porsche's Leipzig factory, which has undergone a €500 million investment and now includes a body press and paint shop, which has also led to the recruitment of 1000 new staff at the home of the Cayenne and Panamera. The Macan is here for the long term and features in Porsche's ambitious future plans.

PDK for all the models bar the Diesel and S E-hybrid, which get the Cayenne's eight-speed Tiptronic.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Panamera Diesel	2013 –	1880	2967	250	405	6.8	151
Panamera	2013 –	1770	3605	310	295	6.3	160
Panamera 4	2013 –	1820	3605	300	295	6.1	159
Panamera S	2013 –	1810	2997	420	383	5.1	178
Panamera 4S	2013 –	1870	2997	420	383	4.8	177
Panamera S E-Hybrid	2013 –	2095	2995	416	435	5.5	167
Panamera GTS	2013 –	1925	4806	440	383	4.4	178
Panamera Turbo	2013 –	1970	4806	520	516	4.1	189
Panamera Turbo S	2013 –	1995	4806	570	553	3.8	192

918 Spyder (2014 –)

918 Spyder – Wheelbase (mm): 2730, Length/Width (mm): 4643/1940, Track front/rear (mm): 1664/1612 **Significant developments: 2013 – 2014MY** Where to start with the most

technologically advanced car Porsche has ever made? The engine is a 4.6-litre V8 that traces its routes back to the 2007 LMP2 RS Spyder race car, this alone develops 608hp and runs through a seven-speed PDK gearbox with drive to the rear axle. Then there is a 286hp electric motor fitted to the front axle complete with its own transmission. The 918 can be driven by the petrol engine, the electric motor or a combination of the two, which results in a maximum power output of 887hp and 944lb ft of torque (the V8 produces 676lb ft on its own). The V8 screams to 9150rpm and produces 132hp/litre. There are five driving modes: E-Power, Hybrid, Sport-Hybrid, Race-Hybrid and Hot Lap, each mode determines which power source is required. The chassis is a carbon-fibre monocoque with the body made from the same material and includes a two-piece Targa roof. PCCB brakes are standard, there are 20-inch wheels at the front, 21s at the rear with Michelin Pilot Sport Cup 2 tyres. Available in two trim levels, Spyder and Weissach Package, the latter reduces the car's weight by 41kgs – the magnesium wheels account for a 14 kilo saving. Other weight saving measures include ceramic wheels bearings, titanium chassis bolts and brake pad supporting plates. Other upgrades include additional aero parts including aeroblades positioned behind the rear wheels, thinner paint and exposed carbon-fibre body parts. All this tech, lightweight construction and 887hp results in a very quick Porsche indeed: 0-62mph on 2.6 seconds, 0-124mph in 7.3 (7.2 if you order the Weissach pack), 0-186mph in 20.9 (19.9 with the full Weissach) and a maximum speed of 214mph. Then there is that lap time of the Nürburgring - 6 minutes 57 seconds.

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
918 Spyder	2014	1674	4593	608/286	676/944	2.6	214
918 Spyder Weissach	2014	1634	4593	608/286	676/944	2.6	214

Macan (2014 –)

Macan – Wheelbase (mm): 2807; Length/Width (mm): 4681 (Turbo 4699mm)/1923; Track front/rear (mm): 1655/1651; Weight: 1865kg (S), 1880kg (S Diesel), 1925kg (Turbo) **Significant developments: 2013 – 2014MY** Built at Leipzig, Two petrol V6 engines are donated by the VW Group, as is the 4-cylinder, turbocharged petrol engine, so to is the V6 diesel although we've seen this before as it's the same unit that is used in the Cayenne. Macan S gets 340hp three-litre biturbo V6, 157mph top speed and 5.4-seconds 0-62mph time; Turbo is equipped with 400hp, 3.6-litre biturbo V6, reaches 165mph and cracks 0-62mph in 4.8 seconds. S Diesel fitted with 3.0-litre single turbo V6 diesel engine reaches a 142mph maximum and 0-62mph in 6.3 seconds. All Macans feature the latest PTM four wheel drive running gear, and the drivetrain is essentially rear-wheel drive, sending the required torque load to the front axle when it's required, which is similar to how the 991 Carrera 4's PTM system works. PDK transmission is standard across the range – there is no manual option – and an 'Off-road mode' can be selected from the cockpit at speeds of up to 80kmh, this shortens the gear ratios to aid traction. Auto Start/Stop is standard on all models. The S model is fitted with a 65-litre fuel tank, S Diesel a 60-litre tank and the Turbo a 75-litre one. Both S models are available to order with an optional 75-litre tank. Depending on tyres fitted, the S returns between 31 – 32mpg on the combined cycle, the Turbo 30.7 – 31.7mpg and the S Diesel 44.8 – 46.3mpg. Emissions for the three range from 150 – 157g/km for the S Diesel, 171 – 179g/km for the S and 176 – 184g/km for the Turbo. Steel springs and fixed rate dampers are standard on the S models, the Turbo comes with PASM as standard. All variants are available with air-suspension with PASM at extra cost, providing an additional 40mm of ground clearance when driving off-road. A Sport button is fitted as standard – sharper throttle response, higher rev-limit, quicker PDK shift times – PTV Plus is optional, as is Sport Chrono. S models fitted with 350mm front brake discs, the Turbo 360mm, rears are 330mm and 356mm respectively. All Macan models are fitted with different size tyres front-to-rear. the S models are fitted with 8x18s on the front axle with a 235/60R tyre and 9x18s on the rear with a 255/55R tyre; the Turbo has the same width wheel and tyre but a larger 19-inch diameter and runs a 55R and 50R profile front-to-rear. The narrower front tyres are to provide greater steering feel, the wider rear tyres for optimum grip. All Macans are fitted with electromechanical power steering. Turbo is fitted with bi-xenon headlights as standard, S models fitted with halogens. Porsche Dynamic Light System (PDLS) optional on all models. Interior is a further evolution of the design first seen in the Panamera with a transmission tunnel rising up to meet the centre console. The three-spoke multi-function steering wheel, which comes as standard with paddle shift controls for the gearbox, is a variation on the design used in the 918 Spyder. Full length panoramic glass sunroof available at extra cost and S models are trimmed in partial leather and alcantara, with a full leather interior a cost option. Macan offers 500 litres of luggage capacity (with the rear seats in their upright position and up to 1500 litres depending on the configuration in use).

MODEL	MODEL YEAR	WEIGHT (kg)	ENGINE (cc)	BHP	TORQUE (lb ft)	0-62	MAX MPH
Macan	2014	1770	1984	237	258	6.9	138
Macan S	2014	1865	2997	340	339	5.4	157
Macan S Diesel	2014	1880	2967	258	427	6.3	142
Macan Turbo	2014	1925	3604	400	405	4.8	165



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Porsche 911 (997) 3.8 Turbo Coupe Gen II
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Porsche 911 (997) 3.8 Carrera S Coupe Gen II
2011/61, 37,600 miles, Manual, Dark Blue Metallic, Engine Size 3800, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, BOSE Surround Sound System, Heated Seats, Cruise Control, Park Distance Control, Multifunction Steering Wheel £47,900



Porsche 911 (997) 3.8 Carrera S Coupe PDK Gen II
2011/61, 48,200 miles, Automatic, Basalt Black, Engine Size 3797, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus, Heated Seats, Electric Sunroof, Park Distance Control £46,900



Porsche Panamera 3.0 D V6 Tiptronic
2012/12, 46,700 miles, Automatic, Platinum Silver, Engine Size 2967, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus, Reversing Camera, Servotronic, Electric Memory Seats, Automatic Adaptive Xenon Lights with Wash £43,495



Porsche 911 (997) 3.8 Carrera S Coupe PDK Gen II
2009/59, 53,500 miles, Automatic, Colour, Basalt Black, Engine Size 3797, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus, BOSE Surround Sound System, Heated Seats £39,900



Porsche 911 (997) 3.8 Carrera S Coupe PDK Gen II
2009/59, 59,850 miles, Automatic, Basalt Black, Engine Size 3797, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus, PSE - Porsche Sports Exhaust, Cruise Control £39,900



Porsche Cayenne D 3.0 V6 Tiptronic
2011/61, 58,600 miles, Automatic, Dark Blue Metallic, Engine Size 2967, Black Leather, Servotronic, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, Air Suspension, PASM, Electric Memory Seats, Heated Seats, Multifunction Steering Wheel £35,900



Porsche 911 (996) 3.6 Turbo Coupe Tiptronic
2003/03, 34,900 miles, Automatic, Polar Silver, Engine Size 3600, Grey Leather, PCM II Sat Nav, BOSE Sound System, Large Carbon Pack, Sports Seats, Sunroof, Litronic Headlamps with Wash, PSM, Rear Wiper, On-Board Computer £33,900

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Company Registration No.: 3997925 (Cardiff) VAT Registration No. 712436363

MODEL	PRICE	ENGINE	POWER	TORQUE	0-62MPH	TOP SPEED	WEIGHT
BOXSTER							
Boxster 2.7	£38,810	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster S	£47,035	6cyl/3436cc	315hp	269lb ft	5.1secs	173mph	1340kg
Boxster GTS	£52,879	6cyl/3436cc	330hp	276lb ft	5.0secs	174mph	1345kg

CAYMAN							
Cayman 2.7	£39,694	6cyl/2706cc	275hp	213lb ft	5.7secs	165mph	1330kg
Cayman S	£48,783	6cyl/3436cc	325hp	272lb ft	5.0secs	175mph	1340kg
Cayman GTS	£55,397	6cyl/3436cc	340hp	279lb ft	4.9secs	177mph	1345kg
Cayman GT4	£64,451	6cyl/3800cc	385hp	310lb ft	4.4secs	183mph	1340kg

911 COUPÉ (991)							
911 Carrera	£71,449	6cyl/3436cc	350hp	287lb ft	4.8secs	179mph	1380kg
911 Carrera S	£81,242	6cyl/3800cc	400hp	325lb ft	4.5secs	188mph	1395kg
911 Carrera GTS	£91,098	6cyl/3800cc	430hp	325lb ft	4.4secs	190mph	1425kg
911 Carrera 4	£77,924	6cyl/3436cc	350hp	287lb ft	4.9secs	175mph	1430kg
911 Targa 4	£86,377	6cyl/3436cc	350hp	287lb ft	5.2secs	173mph	1540kg
911 Carrera 4S	£87,959	6cyl/3800cc	400hp	325lb ft	4.5secs	185mph	1445kg
911 Carrera 4GTS	£95,862	6cyl/3800cc	430hp	325lb ft	4.4secs	188mph	1470kg
911 Targa 4S	£96,413	6cyl/3800cc	400hp	325lb ft	4.8secs	182mph	1555kg
911 GT3	£100,540	6cyl/3799cc	475hp	325lb ft	3.5secs	196mph	1430kg
911 Turbo	£118,349	6cyl/3800cc	520hp	486lb ft	3.4secs	195mph	1595kg
911 Turbo S	£140,852	6cyl/3800cc	560hp	516lb ft	3.1secs	197mph	1605kg

911 CABRIOLET (991)							
911 Carrera	£79,947	6cyl/3436cc	350hp	287lb ft	5.0secs	177mph	1470kg
911 Carrera S	£89,740	6cyl/3800cc	400hp	325lb ft	4.7secs	187mph	1465kg
911 Carrera GTS	£99,602	6cyl/3800cc	430hp	325lb ft	4.6secs	188mph	1495kg
911 Carrera 4	£86,583	6cyl/3436cc	350hp	287lb ft	5.1secs	175mph	1500kg
911 Carrera 4S	£96,619	6cyl/3800cc	400hp	325lb ft	4.7secs	183mph	1515kg
911 Carrera 4GTS	£104,385	6cyl/3800cc	430hp	325lb ft	4.7secs	183mph	1515kg
911 Turbo	£126,689	6cyl/3800cc	520hp	486lb ft	3.5secs	195mph	1665kg
911 Turbo S	£149,511	6cyl/3800cc	560hp	516lb ft	3.2secs	197mph	1675kg

CAYENNE							
Cayenne Diesel	£49,902	6cyl/2967cc	262hp	427lb ft	7.3secs	137mph	2110kg
Cayenne S	£60,218	6cyl/3604cc	420hp	405lb ft	5.5secs	160mph	2085kg
Cayenne S Diesel	£61,474	8cyl/4134cc	385hp	627lb ft	5.4secs	156mph	2125kg
Cayenne E-Hybrid	£61,474	6cyl/2995cc	416hp	435lb ft	5.9secs	150mph	2350kg
Cayenne GTS	£72,523	6cyl/3604cc	440hp	442lb ft	5.2secs	163mph	2110kg
Cayenne Turbo	£92,628	8cyl/4806cc	520hp	553lb ft	4.5secs	173mph	2185kg
Cayenne Turbo S	£118,455	8cyl/4806cc	570hp	590lb ft	4.1secs	176mph	2235kg

PANAMERA							
Panamera Diesel	£65,289	6cyl/2967cc	300hp	479lb ft	6.0secs	160mph	1880kg
Panamera	£63,913	6cyl/3605cc	310hp	295lb ft	6.3secs	160mph	1770kg
Panamera 4	£67,454	6cyl/3605cc	310hp	295lb ft	6.1secs	159mph	1820kg
Panamera S V6	£82,439	6cyl/2997cc	420hp	383lb ft	5.1secs	178mph	1810kg
Panamera 4S V6	£86,080	6cyl/2997cc	420hp	383lb ft	4.8secs	177mph	1870kg
Panamera S E-Hybrid	£89,377	6cyl/2995cc	416hp	435lb ft	5.5secs	167mph	2095kg
Panamera GTS	£93,391	8cyl/4806cc	440hp	383lb ft	4.4secs	178mph	1925kg
Panamera Turbo	£108,006	8cyl/4806cc	520hp	516lb ft	4.1secs	189mph	1970kg
Panamera Turbo S	£131,152	8cyl/4806cc	570hp	553lb ft	3.8secs	192mph	1995kg

Macan							
Macan	£40,276	4cyl/1984cc	237hp	258lb ft	6.9secs	138mph	1770kg
Macan S	£43,300	6cyl/2997cc	340hp	339lb ft	5.4secs	157mph	1865kg
Macan S Diesel	£43,300	6cyl/2967cc	258hp	427lb ft	6.3secs	142mph	1880kg
Macan Turbo	£59,300	6cyl/3604cc	400hp	405lb ft	4.8secs	165mph	1925kg

918 Spyder							
918 Spyder	€781,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1674kg
918 Spyder Weissach	€853,155	8cyl/4593cc	894hp	944lb ft	2.6secs	214mph	1634kg



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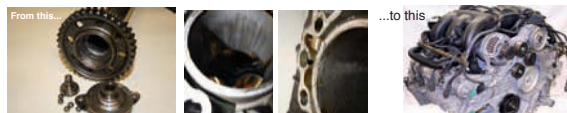
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Dove House Motor Company

Dove House Motor Company specialises in offering a range of Porsche models for sale from the 356 to 991, all of which are prepared to the highest of standards...

GT: How long have you been established and how did you get started?

DH: We were founded in 2002, originally working from the owner's home before he commissioned our current premises, which we moved into in 2003. Dove House Motor Company (DHMC) was conceived due to the owner's passion for cars and frustration at the treatment he received when purchasing cars for his personal collection.

GT: Who is in charge and what is their background?

DH: Simon Lenton is the general manager in charge of the day-to-day running of DHMC who has been with the company since 2003 when we moved into our current premises. After previously reading law at university his strong passion for everything automotive took ultimate control and guided him down the path of the motor industry.

GT: Tell us a little about the products and services you offer?

DH: We have a 5500 square foot heated showroom where all sales cars are displayed, so come rain or shine customers can peruse cars in comfort. Before any car goes on sale it undergoes a 111-point check through our workshop to ensure it meets the high standards we set ourselves and only the finest examples will go on sale.

GT: What do you think your potential customers are looking for in an independent specialist such as yourselves?

DH: Professional, expert and honest advice whether that be for sales or service. Everyone who works at DHMC are enthusiasts who are passionate about all things Porsche and subsequently we have a strong and loyal customer base. We very much embody our slogan: 'the difference is our commitment to exceptional service'.

GT: What facilities do you have on site?

DH: We have a 3000 square foot multi-award winning workshop kitted out with all the latest diagnostic tooling equipment and vastly experienced Porsche factory-trained technicians who can cater for everything from a basic service to engine rebuilds and performance modifications. We also have an in-house valet/detailer who prepares our cars to an exceptional standard. This is a service we can also provide as aftersales, along with paint correction.

GT: What is your USP?

DH: When looking at purchasing a vehicle, anyone can make a car aesthetically pleasing but it's what's underneath that the customer doesn't see which is where the true cost lies. A customer doesn't always have the ability or knowledge to really inspect a

car mechanically which is the most important part of buying a car. We believe that the preparation on our sales cars is second-to-none and all Porsche models post-1998 are supplied with the important 'N' rated tyres to boot (pardon the pun).

GT: Which Porsches do you cater for?

DH: Over the years we have retailed all Porsche models from a 356c to the latest 991s and won't narrow our market to specific models as our knowledge and passion covers all models. We have just sold a 36k mile 968 Clubsport that was probably the finest example you will ever find. This high standard carries over to the workshop as well, who will service any Porsche model whether it be classic or a later Cayenne or Panamera.

GT: What is your background with the Porsche brand?

DH: Porsche is the backbone of our business with the owner having a personal collection of rare models including a 993 RS Clubsport (one of only seven RHD models), and other members of the team following suit with various models from a 911 to a Boxster S.

GT: How many members of staff do you employ?

DH: We employ ten members of staff.

GT: What exciting new products or services should we expect from you soon?

DH: We have just installed our fifth ramp in the workshop as we have been getting busier and busier each year with fantastic customer feedback and loyalty stimulating the best kind of advertising: word-of-mouth. In turn, we have managed to retain our 911uk.com Service Garage Gold Award title for the second year running.

GT: Lastly, what is your opinion on the current state of the Porsche market and how have things changed since your business was founded?

DH: The Porsche market has gained in strength since we opened in 2002, with new models being launched to cater for all markets, whether it be the customer who wants a top-end sports car or an everyday family utility vehicle. In turn, the classic car market has boomed more than any other manufacturer with not only air-cooled cars fetching staggering prices and still rising but the vast upturn in modern dry sump models such as Turbos and GT3/GT2s due to the abolishment of the manual gearbox in these models.

Contact information

Dove House Motor Company
01933 354144
www.dovehousecars.com

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"I have fallen in love with this particular 911: it is the antidote for the over-the-top deifying of classic cars"



You might have seen photos of this crazy-coloured 911T on the internet. A pal snapped it on his 'phone while going about his business in Kensington (he's good at this, he once sent me a shot of a Jaguar XK8 hearse – hands up who's seen the film *Harold and Maude* – that he'd seen parked-up in a London street). I've not stopped thinking about this wacky Porsche thing. No idea who owns it but doubtless one of you will; perhaps the owner reads this magazine. If he or she does, I salute you.

This car hits the spot for me in many areas. First, having grown up in the Swinging Sixties, albeit rather too young to have done any swinging (except for in the garden), I have some nostalgia for the decade. Second, the car reminds me of Janis Joplin's 356 and I'm a fan of the no-oil-in-the-gearbox sound of Janis. But there's one reason above all others why I have fallen in love with this particular 911: it is the antidote for the over the top deifying of classic cars. Events like the

Salon Privé turn me right off. The annual Pebble Beach concours, or at least the most overblown part of it, is the ultimate in showing off and bad taste. Cars, when it comes down to it, are cars. They're not art, or shouldn't be bracketed as such, because they're meant to be driven, thrashed, raced, rallied or enjoyed.

Doubtless thousands of pounds in value have been scrubbed off the pop art 911T because of its paint and general unoriginalness. And again I have nothing but praise for the perpetrator. It's a real shame that the values of early 911s have gone into the stratosphere so that the joy of owning one has slipped out of most people's reach. Most likely my old 911S would now be worth an absolute fortune, probably well over £50,000, or at least double what I sold it for a few years ago. I don't really regret getting rid of it though. We'd covered 65,000 miles in it, hadn't lost our shirts (quite) maintaining it. The concept of buying a car as an investment has never been on my radar. Not losing

too much money has been the goal for the last 35 years.

While still on the subject of money, reading about Adam Towler's G-Series 911 that he shared with a mate has got me thinking. Ever since I learnt to fly eight years ago I have been surrounded by people in syndicates or those who own aircraft as a group. For a few years I had a tenth share in some string-and-fabric old kite that cost me £1,300 for the share and then £45 per month for upkeep which included insurance, hangarage and maintenance. For flying the thing we paid £61 per hour which included fuel. We, and most other groups, used an internet booking system which made it easy to reserve the 'plane for a day or two and see when others were going to be using it. Worked extremely well.

Group ownership is common in the sailing world. I have a friend who has a share in a catamaran in the West Indies (a friend who not surprisingly we are keen to become closer to). I've often wondered why the syndicate model is not common in the car

world, especially with classics. How about a '75 930 Turbo owned by say four friends. Purchase price probably around £50k so that's just over £12,000 each. Geography would play a large part in the operation but I would have thought that keeping the car at a car storage facility would make sense. The monthly fee would include insurance, storage and an annual service and check up. A figure could be calculated for cost per mile that would include tyres and a fund for bigger stuff like an engine rebuild or other mechanical work. One of the aircraft internet booking systems could be used without needing any changes.

There is, I suspect, one reason that group ownership is not more common; it's that many of us would be a bit deflated to have to point out to people admiring it at events that only a quarter of it belonged to them! But as classic cars become even more expensive, perhaps owning a portion of an old Porsche, is better than none at all ○

The views of the author are not necessarily shared by the magazine.

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